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Cherwell District Council

Council

Minutes of a meeting of the Council held at Bodicote House, Bodicote, Banbury, OX15 4AA, on 26 February 2018 at 6.30 pm

Present: Councillor Maurice Billington (Chairman)
Councillor Jolanta Lis (Vice-Chairman)

Councillor David Anderson
Councillor Ken Atack
Councillor Hannah Banfield
Councillor Andrew Beere
Councillor Claire Bell
Councillor Mike Bishop
Councillor Hugo Brown
Councillor Mark Cherry
Councillor Colin Clarke
Councillor Ian Corkin
Councillor Nick Cotter
Councillor Surinder Dhesi
Councillor John Donaldson
Councillor Sean Gaul
Councillor Carmen Griffiths
Councillor Timothy Hallchurch MBE
Councillor Chris Heath
Councillor Simon Holland
Councillor David Hughes
Councillor Shaida Hussain
Councillor Tony Ilott
Councillor Mike Kerford-Byrnes
Councillor Alan MacKenzie-Wintle
Councillor James Macnamara
Councillor Kieron Mallon
Councillor Nicholas Mawer
Councillor Andrew McHugh
Councillor Alastair Milne-Home
Councillor Nigel Morris
Councillor D M Pickford
Councillor Lynn Pratt
Councillor Neil Prestidge
Councillor G A Reynolds
Councillor Sandra Rhodes
Councillor Barry Richards
Councillor Dan Sames
Councillor Les Sibley
Councillor Nigel Simpson
Councillor Nicholas Turner
Councillor Tom Wallis
Councillor Douglas Webb
Councillor Bryn Williams

Councillor Barry Wood
Councillor Sean Woodcock

Apologies
for
absence: Councillor Richard Mould
Councillor Jason Slaymaker

Officers: Yvonne Rees, Chief Executive
Ian Davies, Director of Operational Delivery
Adrian Colwell, Executive Director: Place and Growth
Claire Taylor, Director: Customers and Service Development
Cecilie Booth, Interim Deputy Section 151 Officer
David Peckford, Deputy Manager – Planning Policy and
Growth Strategy
James Doble, Assistant Director: Law and Governance /
Monitoring Officer
Natasha Clark, Interim Democratic and Elections Manager

77 **Declarations of Interest**

There were no declarations of interest.

78 **Communications**

Welcome to public

The Chairman welcomed members of the public to the meeting.

At the request of the Chairman, the Assistant Director: Law and Governance advised that members of the public were permitted to film, broadcast and report on the meeting, subject to the efficient running of the meeting not being affected.

Members of the public were requested not to call out during the meeting. Only those people who had registered were permitted to address the meeting.

There were no planned fire drills so if the alarm did sound, evacuation instructions would be given by officers. Mobile phones should be switched off

Ian Davies, Director of Operational Delivery

The Chairman reported that this was the Director of Operation Delivery's last meeting of Council as he was leaving Cherwell District Council (CDC) after 26 years employment at the end of March to take early retirement.

On behalf of Council, the Chairman thanked the Director of Operational Delivery for his hard work for the council and district and wished him all the best for the future.

Chairman's Dinner

The Chairman reported that tickets for his charity dinner on Saturday 10 March at Exeter Hall, Kidlington had sold out but donations were very welcome. All proceeds would go to the charities he was supporting as Chairman.

Chairman's Engagements

The Chairman advised Members that a copy of the events attended by himself or the Vice-Chairman had been published with the agenda.

Post

The Chairman reminded Members to collect any post from pigeon holes.

79 Petitions and Requests to Address the Meeting

The Chairman advised the meeting that there were no petitions but there were eleven requests to address the meeting on agenda 6, Submission of the Partial Review of the Cherwell Local Plan 2011-2031 Oxford's Unmet Housing Needs. Each speaker would be able to speak for up to 5 minutes and would be called to address the meeting at the start of the agenda item.

80 Minutes of Council

The minutes of the meeting held on 18 December 2017 were agreed as a correct record and signed by the Chairman.

81 Submission of the Partial Review of the Cherwell Local Plan 2011-2031 Oxford's Unmet Housing Needs

The Executive Director for Place and Growth submitted a report to seek approval for the submission of the Partial Review of the adopted Cherwell Local Plan 2011-2031 to the Secretary of State for Housing, Communities and Local Government for independent examination.

Prior to consideration of the item, the Assistant Director: Law and Governance advised Council that the Executive had considered this item at their Special Meeting earlier that day and resolved to recommend that Full Council agree the recommendations as set out in the published report.

The Chairman invited those people who had registered to address Council on the item to speak prior to Council's consideration of the item. Council heard from the following public speakers:

Chris Pack: Chairman, GreenWayOxon
Layla Moran MP: MP for the Oxford West and Abingdon Constituency
Parish Councillor David Betts: Kidlington Parish Council
Parish Councillor Fred Jones: Chair, Yarnton Parish Council
Ian Middleton: Green Party Candidate for Banbury Constituency
Dr Richard Pye: Begbroke & Yarnton Green Belt Campaign
John Broad: Acting Chairman, CPRE Cherwell South District
Alaric Rose: Local resident, Kidlington

Parish Councillor Clive Stayt, Gosford & Water Eaton Parish Council
Linda Ward: Kidlington Development Watch
David Hinde: Local resident, Yarnton
Andrew Hornsby-Smith: Local resident

The Lead Member for Planning presented and proposed the report highlighting the key points and the rationale behind the recommendations. The report was duly seconded by Councillor Wood.

In considering the report, Members addressed Council with some Members raising objections and speaking against the recommendations and other Members speaking in support of the report.

Prior to the vote, in summing up, the Lead Member for Planning addressed points that had been raised during the debate providing clarification and further detail as necessary.

Resolved

- (1) That, having given due consideration, the responses to the consultation on the Proposed Submission draft of the Partial Review of the Local Plan be noted.
- (2) That, having given due consideration, the supporting documents relevant to the preparation of the Partial Review of the Local Plan be noted.
- (3) That the Schedule of Focused Changes and Minor Modifications to the Proposed Submission draft of the Partial Review of the Local Plan (annex to the Minutes as set out in the Minute Book) be noted.
- (4) That the Proposed Submission Draft of the Partial Review (July 2017) (annex to the Minutes as set out in the Minute Book) incorporating the Schedule of Focused Changes and Minor Modifications (annex to the Minutes as set out in the Minute Book) as the Submission draft of the Partial Review of the Cherwell Local Plan 2011-2031 be approved.
- (5) That the Executive Director for Place and Growth be authorised to submit the Submission draft of the Partial Review of the Cherwell Local Plan 2011-2031 to the Secretary of State for Housing, Communities and Local Government for independent examination with all necessary prescribed and supporting documents.
- (6) That the Executive Director for Place and Growth be authorised to make any necessary, presentational changes to the Submission draft of the Partial Review and to necessary prescribed and supporting documents before submission to the Secretary of State.

(At the conclusion of the item, the meeting adjourned for 15 minutes to allow members of the public to leave)

82 **Developer Contributions Supplementary Planning Document (SPD)**

The Executive Director for Place and Growth submitted a report to seek adoption of the Developer Contributions Supplementary Planning Document (SPD).

Resolved

- (1) That it be agreed that the Council adopts the Developer Contributions document (annexes to the Minutes as set out in the Minute Book) as a Supplementary Planning Document (SPD) in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- (2) That the Executive Director for Place and Growth be authorised to publish an Adoption Statement.

83 **The Oxfordshire Housing and Growth Deal**

Prior to consideration of the item, the Assistant Director: Law and Governance advised Council that the Executive had considered this item at their Special Meeting earlier that day and resolved to recommend that Full Council agree the Oxfordshire Housing and Growth Deal, the Delivery Plan as the basis for the Deal, to appoint Oxfordshire County Council as the accountable body in respect of the Oxfordshire Housing and Growth Deal and delegations to the Chief Executive to support the process.

The Chief Executive submitted a report to consider the Oxfordshire Housing and Growth Deal (the Deal) announced by Government in the November Budget, which provided £215 million of additional government funding for Oxfordshire, along with a package of planning freedoms and flexibilities for the Oxfordshire authorities.

The outline agreement made it clear that full agreement of the Deal was subject to agreement by each local authority and the Oxfordshire Local Enterprise Board (OxLEP) board (referred to collectively as the "Oxfordshire Partners").

The deal also required a detailed delivery plan to be agreed by Oxfordshire Partners, Homes England and the Ministry of Housing, Communities and Local Government (MHCLG) by 31 January 2018.

In presenting the report, the Lead Member for Planning, Councillor Clarke, advised Council that all other authorities in Oxfordshire had approved the recommendations.

Resolved

- (1) That the Oxfordshire Housing and Growth Deal (the Deal) be agreed.

- (2) That the Delivery Plan (annex to the Minutes as set out in the Minute Book) be approved as the basis for the Deal and it be noted that elements will be updated as detailed work programmes develop.
- (3) That authority be delegated to the Chief Executive, in consultation with the Leader and the Growth Board, to make minor changes to the Delivery Plan that may be required to secure agreement with Government.
- (4) That authority be delegated to the Chief Executive, in consultation with Leader and the Growth Board, to agree the Year 1 affordable housing delivery programme, phasing and processes specified in the Delivery Plan.
- (5) That agreement be given to appoint Oxfordshire County Council as the accountable body in respect of the Oxfordshire Housing and Growth Deal.
- (6) That authority be delegated to the Chief Executive, in consultation with the Leader and the Growth Board, to review the terms of reference of the Growth Board and agree any amendments and any appropriate inter-authority agreements required to support the Delivery of the Housing and Growth Deal.
- (7) That authority be delegated to the Chief Executive, in consultation with the Leader, to take any other decisions arising from agreement to the Oxfordshire Housing and Growth Deal, until the revised terms of reference of the Growth Board are in place.
- (8) That agreement be given to participate in the preparation of a Joint Statutory Spatial Plan (JSSP) for Oxfordshire in accordance with the timescales set out in the Delivery Plan and in accordance with Section 28 of the Planning and Compulsory Purchase Act 2004 (Districts only) with the milestones for progressing the JSSP being contingent on Government delivering the Planning Freedoms and Flexibilities as described in the Delivery Plan.

84

Members Allowances 2018/19

The Monitoring Officer submitted a report to determine the levels of the allowances to be paid to Members for the forthcoming 2018/2019 financial year following the submission of the report of the Council's Independent Remuneration Panel (IRP).

In presenting the report, Councillor Wood, Leader of the Council, thanked the Panel for their hard work in producing the report and acknowledged the recommendations and the Panel's reasoning.

Resolved

- (1) That, having given due consideration to the levels of allowances to be included in the 2018/2019 Members' Allowances Scheme, the Panel's

recommendations (annex to the Minutes as set out in the Minute Book) be adopted without modification.

- (2) That the Monitoring Officer be authorised to prepare an amended Members' Allowances Scheme, in accordance with the decisions of the Council for implementation with effect from 1 April 2018.
- (3) That the Monitoring Officer be authorised to take all necessary action to revoke the current (2017/2018) Scheme and to publicise the revised Scheme pursuant to The Local Authorities (Members's Allowances)(England) Regulations 2003 (as amended).
- (4) That the Independent Remuneration Panel be thanked for its report and fee of £300 be paid to Panel Members for the work carried out on this review for 2017/2018 and the same level of fee be applied for any reviews carried out in 2018/2019 capped at a maximum of £1200.

85 **Revenue and Capital Budgets and Corporate Business Plan for 2018/19**

Prior to consideration of the item, the Chairman sought the agreement of Members to suspend standing orders with regard to the duration of the speech by the proposer of the budget, or the speeches of the group spokesperson and group Leaders. Members indicated agreement.

The Assistant Director: Law and Governance reminded Council that it was required in legislation that any motion or amendment to the budget or council tax setting reports be taken by recorded vote and this would be done at the appropriate time.

The Executive Director - Finance and Governance submitted a report for Council to agree the revenue and capital budgets and Corporate Business Plan for 2018/19

In introducing the report, the Lead Member for Financial Management explained that the Council was required to produce a balanced budget for 2018/19 as the basis for calculating its level of Council Tax. It had to base that budget on its plans for service delivery during the year, recognising any changes in service demand that may arise in future years.

The proposed Corporate Strategy and Budget for 2018/19 were presented as an integrated report, incorporating updated Performance and Risk management frameworks, to ensure effective delivery. This clearly demonstrated that the Council adopted a strategic approach in aligning its allocation of all of its resources, to the delivery of the Council's priorities.

Councillor Ilott thanked the Chief Finance Officer and the finance team who had worked hard on the budget process and submitted a balanced budget to Council. Councillor Ilott also thanked the Budget Planning Committee and the Overview and Scrutiny Committee for their hard work supporting the budget setting and business plan process respectively.

Having presented the report, Councillor Ilott proposed the Revenue and Capital Budgets and Corporate Business Plan for 2018/19. Councillor Wood seconded the proposal.

Councillor Woodcock, on behalf of the Labour Group, addressed Council in response to the budget and confirmed that he would be proposing no amendments.

Councillor Sibley, on behalf of the Independent Group, addressed Council in response to the budget and confirmed that he would be proposing no amendments.

A recorded vote was taken and members voted as follows:

Councillor Anderson	For
Councillor Banfield	Against
Councillor Beere	Against
Councillor Bell	Against
Councillor Billington	For
Councillor Bishop	For
Councillor Brown	For
Councillor Cherry	Against
Councillor Clarke	For
Councillor Corkin	For
Councillor Cotter	For
Councillor Dhesi	Against
Councillor Donaldson	For
Councillor Gaul	For
Councillor Hallchurch MBE	For
Councillor Heath	For
Councillor Holland	For
Councillor Hughes	For
Councillor Hussain	Against
Councillor Ilott	For
Councillor Kerford-Byrnes	For
Councillor Lis	For
Councillor Mackenzie-Wintle	For
Councillor Macnamara	For
Councillor Mallon	For
Councillor Mawer	For
Councillor McHugh	For
Councillor Milne Home	For
Councillor Pickford	For
Councillor Pratt	For
Councillor Prestidge	For
Councillor Reynolds	For
Councillor Richards	Against
Councillor Sames	For
Councillor Sibley	For
Councillor Simpson	For
Councillor Turner	For
Councillor Wallis	For
Councillor Webb	For

Councillor Wood
Councillor Woodcock

For
Against

Resolved

- (1) That the 2018/19 Corporate Strategy (annex to the Minutes as set out in the Minute Book) be approved and the new approach to Performance Management that has been adopted be noted.
- (2) That the new Leadership Risk Register (annex to the Minutes as set out in the Minute Book) and new approach to Risk Management that has been adopted be noted
- (3) That a zero Council Tax increase be approved.
- (4) That the contents of the report in approving the General Fund Revenue Budget and Capital Programme for 2018/19 be noted and that consideration be formally recorded.
- (5) That the four year grant settlement be noted.
- (6) That the 2018/19 General Fund Budget as set out in the Medium Term Revenue Plan (MTRP) and the 2018/19 Capital Programme (annexes to the Minutes as set out in the Minute Book) be approved.
- (7) That the Collection Fund Estimates (annex to the Minutes as set out in the Minute Book) be approved.
- (8) That the impact of the proposed budget on reserves (annex to the Minutes as set out in the Minute Book) be noted.
- (9) That the adoption of the Corporate Investment Strategy (annex to the Minutes as set out in the Minute Book) be noted.
- (10) That the Treasury Management Strategy including Prudential Indicators (annex to the Minutes as set out in the Minute Book) be approved.
- (11) That the contents of the section 25 statement from the Chief Finance Officer (annex to the Minutes as set out in the Minute Book) in relation to the robustness of the estimates and the adequacy of reserves be noted.
- (12) That the statement of pay policy for 2018/19 as required by the Localism Act (annex to the Minutes as set out in the Minute Book) be approved.

Adjournment of Council Meeting

The Leader of the Council confirmed that he did not require Council to adjourn to allow Executive to meet discuss any issues arising from the budget.

Calculating the amounts of Council Tax for 2018/19 and setting the Council Tax for 2018/19

The Executive Director – Finance and Governance submitted a report to detail the calculations for the amounts of Council Tax for 2018/19 and the setting of Council Tax for 2018/19.

Councillor Ilott introduced and proposed the Council Tax for 2018/19, which was duly seconded by Councillor Wood.

A recorded vote was taken and members voted as follows:

Councillor Anderson	For
Councillor Banfield	Abstain
Councillor Beere	Abstain
Councillor Bell	Abstain
Councillor Billington	For
Councillor Bishop	For
Councillor Brown	For
Councillor Cherry	Abstain
Councillor Clarke	For
Councillor Corkin	For
Councillor Cotter	For
Councillor Dhesi	Abstain
Councillor Donaldson	For
Councillor Gaul	For
Councillor Hallchurch MBE	For
Councillor Heath	For
Councillor Holland	For
Councillor Hughes	For
Councillor Hussain	Abstain
Councillor Ilott	For
Councillor Kerford-Byrnes	For
Councillor Lis	For
Councillor Mackenzie-Wintle	For
Councillor Macnamara	For
Councillor Mallon	For
Councillor Mawer	For
Councillor McHugh	For
Councillor Milne Home	For
Councillor Pickford	For
Councillor Pratt	For
Councillor Prestidge	For
Councillor Reynolds	For
Councillor Richards	Abstain
Councillor Sames	For
Councillor Sibley	For
Councillor Simpson	For
Councillor Turner	For
Councillor Wallis	For
Councillor Webb	For
Councillor Wood	For

Resolved

- (1) That it be noted that at the Executive meeting held on 8 January 2018 the Council calculated the Council Tax Base 2018/19:
 - a) for the whole Council area as 52,681.6 [item T in the formula in Section 31B of the Local Government Finance Act 1992, as amended (the "Act")]; and
 - b) For dwellings in those parts of its area to which a Parish Precept relates as in the annex to the Minutes (as set out in the Minute Book).
- (2) That the Council Tax requirement for the Council's own purposes for 2018/19 (excluding Parish Precepts and Special Expenses) is £6,506,178.
- (3) That the following amounts be calculated for the year 2018/19 in accordance with Sections 31 to 36 of the Act:-
 - a) £86,972,051 being the aggregate of the amounts which the Council estimates for the items set out in Section 31A(2) of the Act, taking into account all precepts issued to it by Parish Councils and any additional special expenses.
 - b) £75,556,037 being the aggregate of the amounts which the Council estimates for the items set out in Section 31A (3) of the Act.

£11,416,014 being the amount by which the aggregate at 3(a) above exceeds the aggregate at 3(b) above, calculated by the Council, in accordance with Section 31A(4) of the Act, as its Council Tax requirement for the year (Item R in the formula in Section 31B of the Act).
 - c) £216.70 being the amount at 3(c) above (Item R), all divided by Item T (6(a) above), calculated by the Council, in accordance with Section 31B of the Act, as the basic amount of its Council Tax for the year (including Parish Precepts and Special Expenses);
 - d) £4,909,836 being the aggregate amount of all special items (Parish Precepts and Special Expenses) referred to in Section 34(1) of the Act as per the annex to the Minutes (as set out in the Minute Book).
 - e) £123.50 being the amount at 3(d) above less the result given by dividing the amount at 3(e) above by Item T(1(a) above), calculated by the Council, in accordance with Section 34(2) of the Act, as the basic amount of its Council Tax for the year for

dwellings in those parts of its area to which no Parish Precept or special item relates.

- (4) That it be noted that for the year 2018/19 the Oxfordshire County Council and the Police and Crime Commissioner for Thames Valley have issued precepts to the Council, in accordance with Section 40 of the Local Government Finance Act 1992, for each category of dwellings in the Council's area as indicated below :-

<u>Valuation Band</u>	Oxfordshire County Council	Police and Crime Commissioner for Thames Valley
	£	£
A	950.79	121.52
B	1,109.26	141.77
C	1,267.72	162.03
D	1,426.19	182.28
E	1,743.12	222.79
F	2,060.05	263.29
G	2,376.98	303.80
H	2,852.38	364.56

- (5) That the Council, in accordance with Sections 30 and 36 of the Local Government Finance Act 1992, hereby sets the amounts shown in the annex to the Minutes (as set out in the Minute Book) as the amounts of Council Tax for the year 2018/19 for each part of its area and for each of the categories of dwellings.
- (6) That the Council's basic amount of Council Tax for 2018/19 is not excessive in accordance with principles approved under Section 52ZB Local Government Finance Act 1992.
- (7) That the following discounts and exemptions be approved:
- 1 Agree that in respect of properties within Class A and B as defined by the Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 (furnished chargeable dwelling that are not the sole or a main residence of an individual) the discount provided by Section 11a of the Local Government Finance Act 1992 shall be zero.
 - 2 Agree that in respect of properties within Class C as defined by the Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 (a property that is unoccupied and substantially unfurnished) the discount provided by the Section 11A of the said Act shall be 25% for a period of 6 months and thereafter zero.
 - 3 Agree that in respect of properties within Class D as defined by the said Regulations (chargeable dwellings that are vacant and

undergoing major repair work to render them habitable) the discount provided by Section 11A of the said Act shall be 25%

- 4 Agree no council tax discount shall be applied to dwellings that are unoccupied and unfurnished for more than two years and that council tax payable on such properties is 150% (except for those properties which fall into prescribed Classes E and F).

88 **Local Government Association - Peer Challenge Final Report and Recommendations**

The Chief Executive submitted a report which presented the final report from the joint Peer Challenge of Cherwell District and South Northamptonshire Councils, undertaken by the Local Government Association in November 2017.

Resolved

- (1) That the report be endorsed.
- (2) That officers be requested to ensure its recommendations are reflected in relevant plans and strategies.

89 **Monitoring Officer Annual Report 2017**

The Monitoring Officer submitted a report to provide an overview of the work of the Monitoring Officer in the past year.

Resolved

- (1) That the Monitoring Officer's Annual Report be noted.

90 **Minutes**

a) Minutes of the Executive, Lead Member Decisions and Executive Decisions made under Special Urgency

Resolved

That the minutes of the meeting of the Executive and Lead Member decisions as set out in the Minute Book be received and that it be noted that since the last meeting of Council on 18 December 2017 no decisions have been taken by the Executive which were not included in the 28 day notice.

b) Minutes of Committees

Resolved

That the minutes of Committees as set out in the Minute Book be received.

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Questions

a) Written Questions

There were no written questions.

b) Questions to the Leader of the Council

Questions were asked and answers received on the following issues:

Councillor Richards: Potential of Cherwell District Council setting up a register of private landlords

Councillor Hussain: Horton General Hospital Update

Councillor McHugh: Cherwell District Council supporting those socially isolated

Councillor Wallis: Northamptonshire County Council budget situation and Cherwell District Council budget preparation

c) Questions to Committee Chairmen on the Minutes

There were no questions to Committee Chairman on the minutes of meetings.

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Motions

Dumping of Plastic

It was moved by Councillor Woodcock and seconded by Councillor Richards that the following motion be adopted:

“This council notes the increasing public concern at the environmental damage and ecological harm caused by the dumping of plastic. And this authority in doing so commits to doing its bit to tackle the problem by:-

- Conducting an audit of all departments to identify excess plastic being used by this council.*
- Running a public relations campaign to increase awareness across Cherwell of the problem of plastic pollution.*
- To complement this council taking on Refill Banbury and Bicester; by investigating the feasibility of installing drinking water fountains in our town and village centres.”*

Councillor Pickford proposed the following amendment, which was duly seconded by Councillor Wood:

“This Council notes the increasing public concern at the environmental damage and ecological harm caused by the dumping of plastic. And this authority in doing so commits to doing its bit to tackle the problem by:-

1. *The Council will review its use of plastic during its day to day procurement activities to ensure environmental acceptability and to assess the scope for limiting the use of non-recyclable material.*
2. *The Council will run an anti-litter public relations campaign to increase awareness across Cherwell of the problem of plastic pollution.*
3. *To complement this, the Council will engage with parishes to determine the level of community support and local ownership of installing drinking water fountains in our town and village centres.”*

On being put to the vote, the amendment was approved. The motion as amended was debated and on being put to the vote, was supported.

Resolved

That the following motion, as amended, be adopted.

Dumping of Plastic

This Council notes the increasing public concern at the environmental damage and ecological harm caused by the dumping of plastic. And this authority in doing so commits to doing its bit to tackle the problem by:-

1. The Council will review its use of plastic during its day to day procurement activities to ensure environmental acceptability and to assess the scope for limiting the use of non-recyclable material.
2. The Council will run an anti-litter public relations campaign to increase awareness across Cherwell of the problem of plastic pollution.
3. To complement this, the Council will engage with parishes to determine the level of community support and local ownership of installing drinking water fountains in our town and village centres.

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Urgent Business

There were no items of urgent business.

The meeting ended at 11.45 pm

Chairman:

Date:

your place your space
your say

Cherwell Local Plan 2011 – 2031 (Part 1)

Partial Review – Oxford’s Unmet Housing Need



Proposed Submission Plan

July 2017

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

Foreword

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Foreword

Councillor Barry Wood
Leader, Cherwell District Council

Oxford is a world class university city. Its economy is one of the major drivers of the county economy. Cherwell has always had a close relationship with Oxford.

There are many inter-dependencies between Cherwell and Oxford. Oxford is important to many Cherwell based businesses and residents, as a place to work, to company supply chains and as a place to study and visit. The growth of Kidlington and neighbouring communities has resulted from their proximity to Oxford as desirable places to live though they remain separate, distinctive communities.

Oxford has a high level of housing need which it cannot meet itself. This Plan has been prepared to meet a commitment Cherwell made to our neighbouring Councils to provide our share of Oxford's unmet housing need.

This Plan supplements the adopted Cherwell Local Plan (2015) and is the culmination of a lengthy period of preparation, evidence gathering and consultation.

We are of the view that development must be provided so that it is well connected to Oxford and supports the city's economy, universities and its local employment base. In addition, growth must ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work and to its services and facilities.

We have considered options across the district for achieving this and are of the view that there are clear, exceptional reasons for providing development within the Oxford Green Belt.

The Plan seeks to deliver growth for Oxford so that it fits with and helps deliver the city's sustainable transport strategy, builds communities related to Oxford and so that its relates to key assets important to both Oxford and Cherwell. These assets include the Oxford University research facility at Begbroke, London-Oxford Airport, together with the Langford Lane employment area at Kidlington and within Oxford, the Northern Gateway site.

The Plan proposes that all development is of exemplar design which responds distinctively and sensitively to the local built, historic and environment context. It requires necessary infrastructure to be provided including new schools and facilities and identified improvements to the A44 transport corridor with new rapid bus routes, rail facilities and cycle connections into Oxford.

The Plan also requires substantial levels of affordable housing to be provided and extensive green infrastructure including parkland for public use by the residents of Kidlington, Begbroke and Yarnton and the new communities that will be created.

4 Foreword

Executive Summary

i. In the Cherwell Local Plan adopted in 2015, the Council committed to working on an on-going basis under a legal Duty to Cooperate with all other Oxfordshire local authorities to address the need for housing across the Oxfordshire housing market area.

ii. The Oxfordshire councils had all recognised that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary.

iii. The Plan made clear that if joint work between the authorities revealed that Cherwell and other districts needed to meet additional need for Oxford, this would trigger a 'Partial Review' of the Local Plan.

iv. This document is that Partial Review – a Plan to provide Cherwell's share of the unmet housing needs of Oxford to 2031.

v. The Plan has been informed by cooperative work between the Oxfordshire councils on the level of unmet need and how much of that need should be 'apportioned' to each district. It has been informed by an examination of the critical and cross boundary issues which are relevant to meeting those needs. It has been informed by public consultation and engagement and by evidence gathering. We have produced what we consider to be a 'sound' Plan; one that is positively prepared, justified, effective and consistent with national policy.

vi. The Plan does the following:

Section 1 - explains in further detail why the plan has been produced and how an understanding of Oxford's unmet housing need has been arrived at

Section 2 - explains how the Plan has been prepared including the options considered in arriving at our development strategy

Section 3 - sets the scene for the Plan; describing the county, Cherwell and Oxford context and the wider cross-regional issues

Section 4 - describes a vision and objectives for helping to meet Oxford's unmet housing need within Cherwell

Section 5 - provides our strategy for meeting the vision and objectives in a way that achieves sustainable development including policies for strategic development sites to provide the required homes

Section 6 - explains how we will ensure that the strategy is delivered.

vii. Our vision for meeting Oxford's unmet housing needs by 2031 seeks to be aspirational but realistic. It responds specifically to the focused task of this Partial Review (Oxford's housing needs) and to the issues identified.

viii. The vision seeks to:

1. support Oxford's world class economy, its universities and employment base

2. ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities
3. deliver development that is well connected to Oxford
4. provide for a range of household types and incomes reflecting Oxford's diverse needs.

ix. In doing so it seeks to:

1. create balanced and sustainable communities
2. provide for exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
3. ensure development is supported by necessary infrastructure
4. contribute to improving health and well-being
5. conserve and enhance the natural environment.

x. Specific strategic objectives (SO16-SO19) are identified for meeting the vision which supplement those in the existing Local Plan (2015).

xi. The objectives relate to:

1. partnership working to meet needs and required infrastructure by 2031 (objective SO16)
2. providing development so it supports the projected economic growth which underpins the housing needs and local Oxford and Cherwell economies (objective SO17)
3. substantively providing affordable access to new homes for those requiring affordable housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas; and, providing well-designed development that responds to the local context (objective SO18)
4. providing development so that it complements the County Council's Local Transport Plan (including the Oxford Transport Strategy) and facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford (objective SO19).

xii. The Plan includes a strategy - a collection of policies - for delivering the vision and objectives having considered options for accommodating development across the district. The Plan builds upon the options, those areas of the district that most directly relate to Oxford's sustainable

transport strategy, that offer the opportunities for building communities that are well related to Oxford and have a clear relationship to the key economic assets at the interface between Cherwell and Oxford.

xiii. The Plan includes a coherent, holistic, and joined-up approach which prioritises the need for development to be well connected to Oxford. We are planning for development in the area of the district that has the strongest economic and social relationships with Oxford and which is fully integrated with the County Council's sustainable transport policies. We are grasping the opportunities for distinctive place-shaping, for a consolidated approach to green infrastructure and for the achievement of net gains in biodiversity.

xiv. The Plan therefore focuses development on a geographic area extending north from Oxford to south Kidlington, along the A44 corridor to Yarnton and Begbroke, and up to Woodstock in West Oxfordshire.

xv. This involves development in the Oxford Green Belt - a designated area of land around Oxford in which planning policies have the fundamental aim of preventing urban sprawl by keeping land permanently open. Under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan.

xvi. The Plan explains that there are exceptional circumstances for development in the Green Belt to help meet Oxford's needs within Cherwell. Other examined options would not deliver development that specifically relates to Oxford in the same way and would not deliver the Plan's vision.

xvii. The Plan also avoids undermining the strategy of the existing Cherwell Local Plan (2015) and the delivery of planned growth at Bicester, Banbury and Former RAF Upper Heyford.

xviii. The policies included in this Partial Review seek to do the following:

1. deliver the required homes for Oxford by 2031 in a form that achieve sustainable development (policy PR1)
2. deliver a mix, tenure and size of homes that responds to identified needs (policy PR2)
3. exceptionally allow for development in the Green Belt having considered all other reasonable options and the vision and objectives we need to achieve (policy PR3)
4. maximise the opportunity for affordable and sustainable transportation from development areas to Oxford's key employment areas, services and facilities (policy PR4a)
5. use the advantage of sustainable transport opportunities to help strengthen Kidlington centre in accordance with the existing Local Plan (2015) and the Kidlington Framework Masterplan (policy PR4b – Kidlington Centre)
6. provide a consolidated and integrated approach to the provision of green infrastructure alongside new development, particularly within the Green Belt (policy PR5)

xix. The Plan provides for the development of strategic sites that will best achieve the vision and objectives and deliver sustainable development in the Oxfordshire, Cherwell, Oxford and wider context.

Table I

Area	Policy / Site	No. of Homes
North Oxford	Policy PR6a - Land East of Oxford Road	650
	Policy PR6b - Land West of Oxford Road	530
	Policy PR6c - Land at Frieze Farm (reserved site for replacement Golf Course)	-
Kidlington	Policy PR7a - Land South East of Kidlington	230
	Policy PR7b - Land at Stratfield Farm	100
Begbroke	Policy PR8 - Land East of the A44	1950
Yarnton	Policy PR9 - Land West of Yarnton	530
Woodstock	Policy PR10 - Land South East of Woodstock	410
Total		4400

xx. The Plan seeks to ensure that the developments will be supported by necessary infrastructure through a coordinated and planned approach (policy PR11). This will be assisted by a requirement for development briefs for each site and by working with service providers such as the County Council on matters including highways and education and on necessary financial contributions for other supporting infrastructure.

xxi. The Plan seeks to ensure that the necessary housing supply will be maintained by managing planned delivery and maintaining a separate five year supply of housing sites to specifically meet Oxford's unmet needs within Cherwell (policy PR12a). It also makes clear that applications for planning permission for development to meet Oxford's needs that is not allocated in the Plan will not be supported unless the Council has taken a formal decision that additional land beyond that allocated is required to ensure the requisite housing supply, that the demonstrable support of the local community has been gained through pre-application consultation and subject to other criteria.

xxii. Finally, we have a policy (PR13) for closely monitoring delivery, to achieve the timely production of development briefs and the consideration of planning applications, for reporting on progress and for ensuring that all the homes are delivered by 2031. The policy makes it clear that if monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Communities and Local Government to revoke the Partial Review under Section 25 of the Planning and Compulsory Purchase Act 2004 in the interest of releasing alternative sites that will achieve delivery by 2031.

xxiii. This is a Plan to provide homes for Oxford within Cherwell in time and in full accordance with our strategy.

Section I - Working in Partnership to Meet Oxford's Needs



What is the Partial Review of the Local Plan?

1.1 The Cherwell Local Plan 2011-2031, which was adopted by Cherwell District Council in July 2015, provides for Cherwell's development needs to the year 2031⁽¹⁾.

1.2 In the Local Plan the Council committed to working jointly with the other Oxfordshire councils to assess the extent of the housing need that could not be met elsewhere in the Oxfordshire Housing Market Area. In particular, it was understood that there could be a need arising from Oxford that could not be met by Oxford City Council due to its tight administrative boundary and its limited supply of land. Cherwell District Council's commitment was to consider the extent of the need and, if necessary, to 'partially review' its Local Plan within two years from its adoption in July 2015.

1.3 This document is that 'review'. The Partial Review is effectively a supplement or addendum to the adopted Cherwell Local Plan 2011-2031 which becomes part of the statutory Development Plan for the district.

1.4 The Partial Review provides a vision, objectives and specific policies for delivering additional development to help meet Oxford's housing needs. It seeks to do this in a way that will best serve Oxford's needs and provide benefits for existing communities in Cherwell and adjoining areas. The Partial Review is a positively prepared Plan. It avoids undermining the existing Local Plan's development strategy for meeting Cherwell's needs and detracting from the delivery of growth at Bicester, Banbury and former RAF Upper Heyford. The Plan aims to achieve sustainable development which will be deliverable by 2031.

1.5 Applications for planning permission for housing in Cherwell to meet Oxford's needs will be considered having regard to the policies in this Partial Review and to other relevant policies from the adopted Development Plan. The Council will need to assess whether or not development proposals meet the vision and objectives of this Partial Review (and relevant objectives of the existing Local Plan 2015) in determining whether or not permission should be granted.

1.6 The Partial Review should therefore be considered alongside the existing Local Plan. It should also be read alongside national policy and guidance – the National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) – and in conjunction with other Supplementary Planning Documents produced by the Council such as the Cherwell Design Guide.

1.7 The Partial Review means change for the area of the district which adjoins north Oxford and that which focuses on the A44 corridor from Oxford to Woodstock in West Oxfordshire. It does this to deliver homes that will enable people to live near Oxford, to travel sustainably into Oxford to access employment, services and facilities and to provide new housing in a way that builds upon Cherwell's strongest geographic, economic and social relationships with Oxford.

1.8 Most of this area has for many years lain within the Oxford Green Belt - a designated area of land around Oxford in which planning policies have the fundamental aim of preventing urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan.

¹ Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR55

1.9 The boundaries of the Oxford Green Belt within Cherwell have not changed since the inner boundary was established in 1992. The Partial Review of the Local Plan provides for specific sites to be developed in the Green Belt and for changes to the Green Belt boundaries because of the exceptional circumstances that exist (see section 5).

14 What is the Partial Review of the Local Plan?

Why has this Plan been prepared?

1.10 There are three reasons why this Partial Review of the Local Plan has been prepared:

1. Oxford needs additional homes
2. there is a need to meet national policy and legal requirements
3. Cherwell was required to make a commitment to undertaking the review.

Oxford needs additional homes

1.11 Oxford has a high level of housing need and problems of affordable access to the housing market. The city, county and wider regional economies are growing. New homes are required urgently to meet Oxford's existing and future needs to meet demographic demand, to help access to the housing market and to support economic growth.

Oxford City Council First Steps Consultation Booklet, 2016

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

1.12 There is a very high level of housing need to be met across the county. This was the clear finding of an Oxfordshire wide housing study, the Strategic Housing Market Assessment or 'SHMA' which was produced in 2014 as required by Government policy. The SHMA provided an objective assessment of need for housing in the Oxfordshire market area to 2031. It is for Local Plans to then determine whether development can be provided to meet needs by considering environmental and other constraints and potential opportunities.

1.13 The SHMA examined population and household projections and considered whether adjustments were needed to take into account the need to deliver affordable homes, to address past under-provision or improve affordability and to support the expected growth in jobs.

16 Why has this Plan been prepared?

Table 2

Objectively Assessed Housing Need per Local Authority 2011-2031 (source: Oxfordshire SHMA 2014, adapted)			
	Housing Need Per Year (Net) 2011-2031	Mid-point of Range	Total 2011-2031
Cherwell	1090-1190	1140	22,800
Oxford	1200-1600	1400	28,000
South Oxfordshire	725-825	775	15,500
Vale of White Horse	1028	1028	20,560
West Oxfordshire	635-685	660	13,200
Oxfordshire	4678-5328	5003	100,060

1.14 The mid-point of the assessed housing need for Oxford City is 28,000 additional homes from 2011-2031. The SHMA remains the most up-to-date objective assessment of housing need for the housing market area.

Meeting national policy and legal requirements

1.15 The Council is required to meet Government and legal requirements in preparing Local Plans:

National Planning Policy Framework (NPPF, 2012)

The NPPF requires the Council to:

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

5. to produce Local Plans in accordance with a statutory Duty to Cooperate with prescribed bodies (including Oxford City Council and the other Oxfordshire Councils)
6. to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

1.16 The Duty to Cooperate requires the Council to cooperate with other Local Planning Authorities and other prescribed bodies when it undertakes certain activities, including the preparation of Local Plans and in relation to cross-boundary strategic matters. This is to maximise the effectiveness with which activities are undertaken.

Duty to Cooperate

Local Planning Authorities are required 'to engage constructively, actively and on an on-going basis'

Planning and Compulsory Purchase Act 2004, Section 33A (2)

Cherwell's commitment to the Partial Review

1.17 All of Oxfordshire's councils have accepted that Oxford cannot fully meet its own housing needs (approximately 28,000 homes). They 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.

1.18 When the existing Local Plan (2015) was being prepared, the Council proposed a commitment to the Partial Review of the Local Plan in the event that there was a need to provide additional housing for Oxford.

1.19 The Government appointed Planning Inspector who examined the Plan stated, "...It is ...essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan..."⁽²⁾

1.20 His Non-Technical Summary records: "Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined"⁽³⁾

1.21 The commitment is provided at para. B.95 of the existing Local Plan (2015).

² Evidence List - <http://www.cherwell.gov.uk/index.cfm?Article=11183> - PR45, p.15, para 62
³ Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR45, p.3

18 Why has this Plan been prepared?

Adopted Cherwell Local Plan 2011-2031, Para. B.95

“Cherwell District Council will continue to work under the ‘Duty to Co-operate’ with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire Housing Market Area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014). As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan. Cherwell District Council recognises that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed. Cherwell District Council will continue to work jointly and proactively with the Oxfordshire local authorities and through the Oxfordshire Growth Board to assess all reasonable spatial options, including the release of brownfield land, the potential for a new settlement and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for Cherwell to consider in isolation. These options will need to be undertaken in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) regulations, and the Habitats Regulations Assessment (HRA) to establish how and where any unmet need might best be accommodated within the Oxfordshire Housing Market Area. Joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services. Full public consultation will be central to a ‘sound’ process and outcome. If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District. The Council will engage in joint working on supporting technical work such as countywide Sustainability Appraisal as required to support the identification of a sustainable approach to meeting agreed, unmet needs.”

What is Oxford's Unmet Housing Need?

Working cooperatively

1.22 In March 2014, prior to publication of the Strategic Housing Market Assessment, the Oxfordshire councils collectively agreed a headline process, as part of a Statement of Cooperation, setting out how to address the SHMA's conclusions on housing need and in anticipation that there would be unmet need arising from Oxford.

Oxfordshire Statement of Cooperation, 2014⁽⁴⁾

'The purpose of this Statement of Cooperation is to set out the scope and structure of cooperation between the Parties on a range of issues. In particular, it outlines the process and arrangements for cooperation between local authorities should one of the Parties be unable to accommodate their objectively assessed need identified in the Oxfordshire Strategic Housing Market Assessment (SHMA)'

1.23 The Councils had been working together for some time as the Spatial Planning and Infrastructure Partnership. In 2014, this became the Oxfordshire Growth Board which became a Joint Committee of all six Oxfordshire Councils. These are the core, voting members. The Growth Board also includes co-opted, non-voting members - the Oxfordshire Local Enterprise Partnership (OxLEP), the Oxfordshire Skills Board, Oxford Universities, the Homes and Communities Agency, the Environment Agency, Network Rail and Highways England.

1.24 In November 2014, the Growth Board noted a general agreement that there was limited capacity within Oxford to accommodate the number of homes required to meet its needs. There was a significant potential shortfall which would need to be provided for in neighbouring districts.⁽⁵⁾

1.25 A joint work programme was agreed for considering the level of unmet need and how that need could be distributed to the individual district councils.

The urban capacity of Oxford

1.26 Oxford's December 2014 Strategic Housing Land Availability Assessment (SHLAA)⁽⁶⁾ detailed the City Council's view on its potential sources of housing supply - a total supply of 10,212 homes from 2011 to 2031.

1.27 This view was tested through the Growth Board work programme by the other Oxfordshire authorities. Consultants were appointed to help 'check and balance'⁽⁷⁾ the findings and to help reach an agreed understanding⁽⁸⁾.

4 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR01
5 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR05
6 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR08
7 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR09
8 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR11

1.28 On 19 November 2015 the Oxfordshire Growth Board agreed a total working figure for Oxford's unmet housing need of 15,000 homes⁽⁹⁾. On the basis of Oxford's overall need being 28,000 homes from (2011-2031), this meant approximately 13,000 homes being provided within Oxford's administrative boundary.

Agreement on Oxford's unmet housing need

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

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

Report to the Oxfordshire Growth Board, 19 November 2015, para's. 5&6

1.29 The precise urban housing capacity or potential of Oxford will change as the City Council prepares and completes its next Local Plan, as new land supply studies are produced and as applications for planning permission are considered. Should a significant change in circumstances occur in the future, this would need to be considered by the Growth Board.

The apportionment of Oxford's unmet housing need

1.30 On 26 September 2016, the Oxfordshire Growth Board considered a report⁽¹⁰⁾ summarising the output of the countywide work programme. The programme included:

1. the review of the urban capacity of Oxford to inform agreement on the level of unmet housing need⁽¹¹⁾
2. a Green Belt Study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of the Green Belt as defined in national policy⁽¹²⁾
3. the sustainability testing of spatial options to help inform the apportionment of unmet need to the rural districts⁽¹³⁾
4. a high level transport assessment of spatial options⁽¹⁴⁾
5. an education assessment of spatial options⁽¹⁵⁾.

1.31 The Growth Board decided on an apportionment of 14,850 homes to the district and city councils. Cherwell District was asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes).

9 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR12
 10 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR27
 11 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR11
 12 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR13
 13 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR14
 14 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR15
 15 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR16

Table 3

Oxfordshire Growth Board Apportionment of Oxford's Unmet Housing Needs	
District	Apportionment - No. of Homes (Net)
Cherwell	4400
Oxford	550
South Oxfordshire*	4950
Vale of White Horse	220
West Oxfordshire	2750
Total	14850
*Note: South Oxfordshire District Council did not agree to the apportionment	

1.32 The Growth Board work programme enabled a countywide, cooperative decision to be made on how the unmet housing need should be accommodated at a district level. It has informed the Partial Review plan making process but as a non-statutory planning process it does not bind the Council to a prescribed approach as to how the Council should provide for Oxford's unmet housing need. The Partial Review process does this on a statutory plan making basis.

1.33 Following the apportionment decision, a Memorandum of Cooperation⁽¹⁶⁾ was signed by the Leaders of all the Oxfordshire Councils (except South Oxfordshire) making clear the agreed position.

Memorandum of Cooperation, November 2016

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

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

Extract from Memorandum

22 What is Oxford's Unmet Housing Need?

Signed by Oxford City Council, Cherwell District Council, West Oxfordshire District Council, Vale of White Horse District Council, Oxfordshire County Council

How has this Plan been prepared?

2.1 This Partial Review of the Local Plan has been prepared in accordance with the statutory Duty to Cooperate, legal and procedural requirements and in conformity with national planning policy and guidance.

2.2 As required by national policy, the Plan has been:

1. positively prepared – to help meet Oxford's objectively assessed, unmet housing needs; to provide supporting infrastructure and in a way that complements wider infrastructure delivery; and, to achieve sustainable development which responds to the Cherwell, Oxford and Oxfordshire contexts
2. justified by evidence – in order to arrive at the most appropriate strategy having considered reasonable alternatives and the outcome of consultation and engagement
3. prepared to be effective – to ensure that the required homes are viably delivered by 2031 in accordance with cross-boundary strategic priorities and so that the vision and objectives are achieved without undermining the existing Cherwell Local Plan (2015)
4. prepared to be consistent with national policy – to meet the apportioned housing requirements so that they meet core planning principles and demonstrate clear, exceptional circumstances for development within the Oxford Green Belt.

2.3 Working with the Oxfordshire Growth Board and individual partner authorities, the Council has sought from the outset to meet national objectives, the commitments set out both on a countywide basis and in the adopted Cherwell Local Plan 2011-2031, the expectations of those in housing need, and the requirements of the development industry in terms of providing homes to support economic growth. The Council has sought to prepare a sound and sustainable strategy which directly meets Oxford needs and which complements the existing Cherwell Local Plan.

2.4 The strategy has been positively prepared to help meet the objectively assessed development requirements of Oxford and to provide supporting infrastructure in places and in a form that will achieve sustainable development. It has been prepared with the benefit of consultation and engagement as set out in a Statement of Consultation⁽¹⁷⁾.

2.5 Alternative spatial approaches were considered for meeting those requirements with the benefit of a robust evidence base and in the interest of identifying the most appropriate strategy. The Partial Review is supported by a Sustainability Appraisal⁽¹⁸⁾ that documents that process and includes the reasoning for the selected approach.

2.6 The Partial Review establishes a deliverable strategy for ensuring that Cherwell's contribution to meeting Oxford's needs will be delivered by 2031 and with the continued commitment to a cooperative approach across administrative boundaries and strong partnership working.

2.7 Key areas of Plan preparation have included:

17 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR24 & PR46
18 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR43

1. cross-boundary and cooperative working through the Oxfordshire Growth Board work programme and individual meetings with partners and other bodies as detailed in the Statement of Consultation
2. identifying the Plan's scope, key issues and opportunities through consultation from January to March 2016 on an 'Issues' document⁽¹⁹⁾ and a Sustainability Appraisal scoping report⁽²⁰⁾, including a 'call for sites' informing land availability
3. consulting on the outcome of the Oxfordshire Growth Board work programme, a draft vision and objectives and reasonable options through an 'Options' document from November 2016 to January 2017⁽²¹⁾ and informed by an Initial Sustainability Appraisal⁽²²⁾ and Interim Transport Report⁽²³⁾
4. evidence gathering including: Transport Assessment and Modelling, Strategic Flood Risk Assessment, Landscape Sensitivity and Capacity Assessment, a Housing and Economic Land Availability Assessment; a Strategic Economic Growth Study; a Green Belt Study; and a Habitats Regulations Assessment. A full list of the evidence supporting this Plan is provided online at <http://www.cherwell.gov.uk/index.cfm?Articleid=11183>.
5. the development of the vision and objectives with the benefit of consultation feedback, evidence and the continuation of the Sustainability Appraisal process
6. the further testing of options, including the overall amount of housing to be planned for, through a Sustainability Appraisal and Habitats Regulations Assessment⁽²⁴⁾
7. identifying proposed development sites and preparing policies with the benefit of evidence, consultation feedback results and sustainability appraisal
8. ensuring that the Plan could be viably delivered⁽²⁵⁾.

19 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR20
 20 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR25
 21 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR47
 22 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR23
 23 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR22
 24 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR30 & PR44
 25 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR49 & PR54

26 How has this Plan been prepared?

What does the Plan include?

2.8 The Partial Review includes a clear vision for how Oxford's unmet housing needs will be met within Cherwell. The vision, set out in section 4, seeks to respond to the key issues faced by Oxford in providing new homes, in addressing the unaffordability of housing, in supporting economic growth and in dealing with its land supply constraints.

2.9 The vision also seeks to respond to the issues involved in accommodating further development in a strongly and rapidly growing Cherwell with the need to protect its environment, to achieve more use of sustainable transport and to protect the identity of existing communities. This vision needs to be read in addition to the existing vision for Cherwell set out at paragraphs A.8 to A.27 of the existing Local Plan (2015).

2.10 The Partial Review provides four strategic objectives (SO16 to SO19) for achieving the Partial Review's vision which supplement those (SO1 to SO15) of the existing Local Plan. It provides overarching and site specific policies for delivering 4,400 homes and achieving the vision and objectives. Seven residential development areas are identified in a geographic area extending north from Oxford (either side of the A4165 Oxford Road) along the A44 corridor and to Woodstock in West Oxfordshire:

1. Land East of Oxford Road, North Oxford (policy PR6a) - Gosford and Water Eaton Parish
2. Land West of Oxford Road, North Oxford (policy PR6b) - Gosford and Water Eaton Parish
3. Land at South East Kidlington (policy PR7a) - Gosford and Water Eaton Parish
4. Land at Stratfield Farm Kidlington (policy PR7b) - Kidlington Parish
5. Land East of the A44 at Begbroke/Yarnton (policy PR8) - Yarnton and Begbroke Parishes (small area in Kidlington Parish)
6. Land West of the A44 at Yarnton (policy PR9) - Yarnton and Begbroke Parishes
7. Land East of Woodstock (policy PR10) - Shipton-on-Cherwell and Thrupp Parish

28 What does the Plan include?

What Options were considered?

2.11 The Sustainability Appraisal supporting the Plan⁽²⁶⁾ tested the likely environmental, social and economic effects of providing for 4,400 homes and the effects of providing significantly more or less.

2.12 Nine Areas of Search across Cherwell were considered as potential broad locations for accommodating the additional growth. These were:

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

2.13 Within these Areas of Search were 147 possible sites, each comprising at least two hectares of land.

2.14 The outcome of the plan preparation process, informed by the evidence base (including the Sustainability Appraisal) and the outcome of consultation, was that Options C to I were not considered to be suitable for accommodating housing to help meet Oxford's unmet housing needs for the following reasons:

1. they were less well situated to build communities associated with Oxford
2. they were less well situated to assist with the delivery of the Oxford Transport Strategy, in terms of existing sustainable travel connectivity and the opportunity for sustainable commuter travel behaviour
3. they were more likely to result in a higher level of commuting to Oxford by private motor vehicle
4. they were likely to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low cost housing
5. more dispersed options provided less opportunity for strategic infrastructure investment (e.g transport and education)
6. the likelihood that significant additional development could not be built at Bicester, Banbury and RAF Upper Heyford by 2031 in addition to that in the existing Local Plan (2015).

2.15 It was therefore concluded that options C to I, or a combination of any options including C to I, would not sufficiently deliver the vision and objectives which underpin the Partial Review.

30 What Options were considered?

2.16 Additionally, it was concluded that options C to I would have a greater detrimental impact on the development strategy for Cherwell set out in the existing Local Plan (2015).

2.17 Option A (Kidlington & Surrounding Area) and Option B (North & East of Kidlington) were considered to be suitable for Oxford's needs.

2.18 In summary, this was because of:

1. the proximity to Oxford, the existing availability of public transport and the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities
2. the opportunity to achieve an overall, proportionate reduction in reliance on the private motor vehicle in accessing Oxford's key employment areas and services and facilities and to achieve further investment in sustainable transport infrastructure
3. the deliverability of sustainable transport improvements in comparison to other Areas of Search
4. relationship of existing communities to Oxford
5. existing economic relationship between the areas of search and Oxford
6. the opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need.

2.19 It was therefore concluded that Options A and B could deliver the vision and objectives which underpin the Partial Review. Furthermore, it was considered that they would not significantly undermine the delivery of the development strategy for meeting Cherwell's needs set out in the existing Local Plan (2015). In the absence of other suitable options, Areas A and B were taken forward.

2.20 Within Areas A and B a total of 41 sites were considered and assessed for inclusion in the Partial Review. These sites were assessed through the consideration of range of evidence (<http://www.cherwell.gov.uk/index.cfm?Articleid=11183>) including landscape, transport, land availability, flood risk and green belt studies. They were also assessed with the benefit of feedback from consultation, through the preparation of an Habitats Regulations Assessment, and through a Sustainability Appraisal detailing the likely environmental, social and economic effects of developing each site and the cumulative effect of the proposed growth.

2.21 Many of the sites identified were situated within the Oxford Green Belt. Two sites outside the Green Belt were considered and 39 sites within. In addition to their overall sustainability, sites were considered for their suitability in meeting the Partial Review's vision and objectives. Sites within the Green Belt were only taken forward in the absence of other suitable alternatives.

The Oxfordshire Context

Controlling the growth of Oxford

3.1 The growth of Oxford over the decades is central to the Oxfordshire planning context.

3.2 Since the post-war period, the planning system has sought to protect Oxford's historic architectural assets and setting and to control the city's expansion into the surrounding countryside.

3.3 The Town and Country Planning Act 1947 provided for new local planning authorities to produce comprehensive development plans and Green Belt proposals. There was an understanding that alongside the post-war reconstruction and growth there was a need to restrict the growth of larger cities to control urban sprawl.

3.4 In 1955, advice was provided on Green Belts by the Ministry of Housing and Local Government (Circular 42/55) including on their three main functions:

1. to check the growth of a large built-up area
2. to prevent neighbouring settlements from merging into another
3. to preserve the special character of a town.

3.5 Proposals for an Oxford Green Belt were submitted to the Minister in 1958. It was not until 1975 that an outer boundary was approved passing through new district authorities and covering a distance from Oxford ranging between approximately 6.5 and 10 km. Smaller villages were 'washed over' or covered by the Green Belt. The larger villages and their immediate areas (including Kidlington and Yarnton) were excluded from the Green Belt to allow for population expansion and associated development needs.

3.6 Areas were also identified where restrictive Green Belt policy would apply pending the preparation of new county Structure Plans and district Local Plans. A definitive inner boundary was in effect deferred for local consideration.

3.7 The first Oxfordshire Structure Plan was approved by the then Secretary for State for the Environment in 1979. The Secretary of State endorsed the need for a Green Belt of about 6.5 to 10 km wide and expressed the view that the growth of Oxford should not be allowed to continue indefinitely.

3.8 A similar view was stated when the Secretary of State approved alterations to the Structure Plan in 1987: "...The unique historic character of Oxford and its setting in its natural environment should be conserved and protected, and...the growth of the City should not continue indefinitely...there is now only very limited scope for further development in and around Oxford" (Central Oxfordshire Local Plan, 1992).

3.9 The Central Oxfordshire Local Plan (Cherwell) defined new inner boundaries of the Green Belt, which were confirmed when the Plan was adopted in December 1992.

Central Oxfordshire Local Plan, para, 2.2

'The conservation of Oxford's heritage, which is of international importance, has been recognised in planning policy since the war. The achievement of that objective for the benefit of future generations cannot be realised without strict restraint of the development pressures which threaten to damage the character of the city through increased scale of activity, traffic and the outward sprawl of the urban area. Similarly, the character of Oxford in a rural setting cannot be maintained without the protection of the spatial relationship of Oxford and nearby settlements and the maintenance of the character of the intervening countryside'

3.10 Those defined boundaries were carried forward into the Cherwell Local Plan 1996 (adopted in November 1996) and no changes were made to the Green Belt in the Cherwell Local Plan 2011-2031 adopted in July 2015.

A changing context for growth

3.11 For the past few decades, planning policies have largely sought to restrict the outward growth of Oxford in the interests of concentrating development, preventing encroachment into the surrounding countryside and protecting the designated Green Belt. Instead, successive 'country town' strategies have sought to grow the market towns of Banbury, Bicester, Witney and Didcot (and later Grove) within a countywide housing market area.

2011 Oxfordshire Structure Plan (1998), p.26

'Since the mid 1970s development in Oxfordshire has been guided by the 'country towns' strategy which identified Banbury, Bicester, Didcot and Witney as the preferred locations for new development. The strategy has sought to protect the environment, character and agricultural resources of the county by restraining the overall level of development.

One of the key elements in the strategy has been the recognition of Oxford as a city of international architectural and cultural significance. The Green Belt has been successful in preventing major development that would have been detrimental to the character and landscape setting of Oxford...'

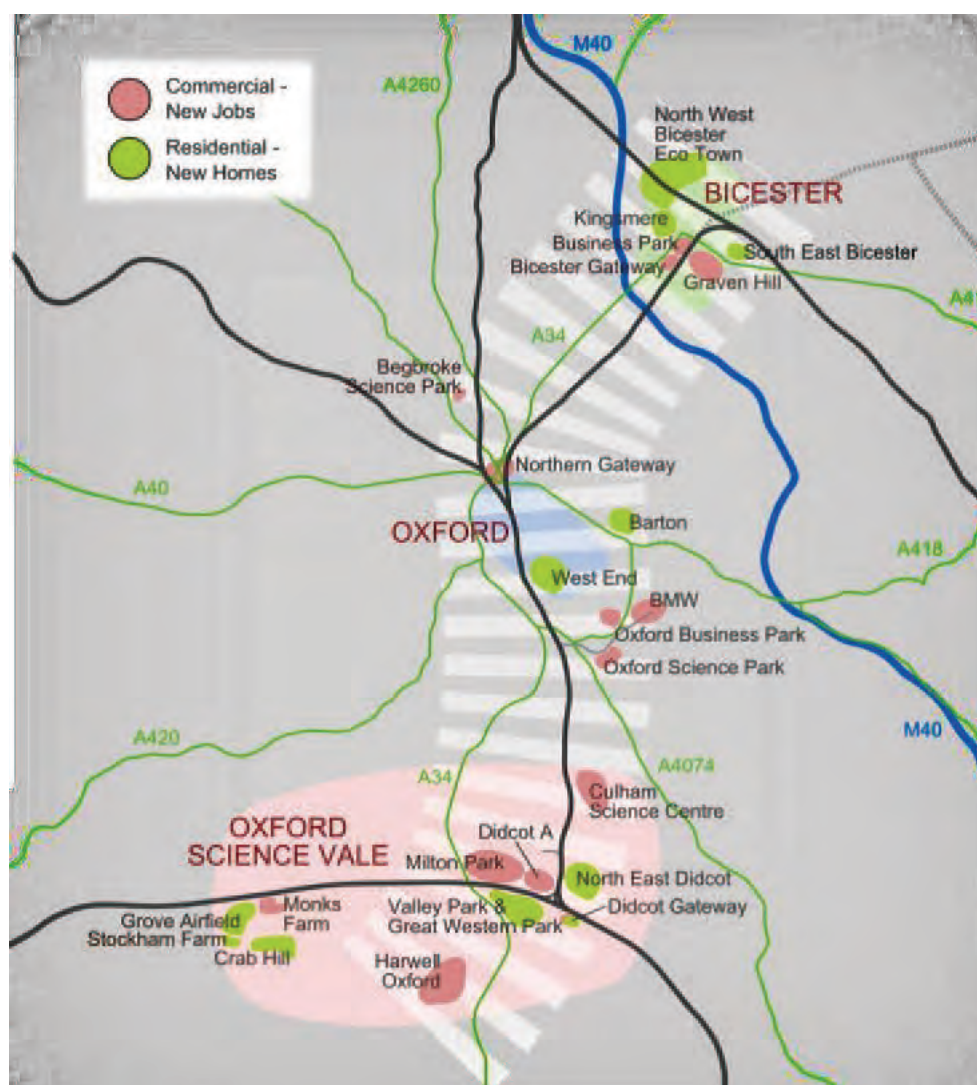
3.12 The Oxfordshire Structure Plan 2016 (adopted in 2005) increased the proportion of additional growth for Oxford but essentially retained the county town approach. A regional South East Plan (replacing the Structure Plan) introduced the concept of a Central Oxfordshire sub-region centred on Oxford including a focus on growth at Bicester. However, outside the sub-region significant growth was still allocated for Banbury.

3.13 The abolition of regional planning and the introduction of the National Planning Policy Framework in 2012 led to new requirements for local, objective assessments of need (including for housing) and cooperation between neighbouring authorities. New national Planning Practice Guidance (PPG) was published in 2014 with a methodology for producing Strategic Housing Market Assessments which required regard to be given to the future change in job numbers based on past trends and/or economic forecasts.

3.14 The Oxfordshire SHMA published in April 2014⁽²⁷⁾ was supported by economic forecasting work⁽²⁸⁾ which concluded that across the county, some 80,000 jobs could be created for the period 2011-2031. This represents employment growth of 1.0% per annum. The work highlighted the potential of key economic assets such as Begbroke Science Park, London-Oxford Airport and the growth of Bicester.

3.15 Underpinning those forecasts is the county's Strategic Economic Plan (SEP)⁽²⁹⁾ prepared by the Oxfordshire Local Enterprise Partnership (OxLEP). This highlights the economic influence and potential of priority localities at 'Science Vale', an 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. It also highlights the importance of other projects in market towns and rural areas which support the objectives of the SEP and which are well connected to the Knowledge Spine (and elsewhere). OxLEP's priorities inform the work of the Oxfordshire Growth Board and 'Local Growth Deals' with Government.

Figure 1: The Oxfordshire Knowledge Spine (source: Local Transport Plan, 2016)



27 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR04
 28 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR03
 29 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR06 & PR17

3.16 Having regard to the economic growth of the county, the total housing need for the county identified by the SHMA was about 100,060 homes (5003 per annum) including 22,800 for Cherwell and approximately 28,000 for Oxford.

3.17 In this growth context, the Oxfordshire councils continue to cooperate on cross-boundary strategic matters, including on an Oxfordshire Infrastructure Strategy (OxIS)⁽³⁰⁾, the first stage of which was completed in April 2017.

3.18 This level of identified housing need is, for Oxfordshire, unprecedented in modern times. The Partial Review has been prepared with the understanding that a development strategy based mainly on the 'country towns' approach would not be sufficient to meet both Cherwell's and Oxford's needs.

The Cherwell Context

A growing district

3.19 Cherwell is predominantly a rural district. It has two main towns, Banbury in the north and Bicester in the south, and a third urban centre at Kidlington - a large village in the south of the district. Cherwell has over 90 villages and hamlets. Protecting and respecting the identity of individual settlements is an important aim of the existing Local Plan's policies for the built environment.

3.20 The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. A new Oxford Parkway railway station has been constructed in Cherwell between Kidlington and the northern edge of Oxford. It links Oxford to London Marylebone and forms part of the first phase of East-West Rail connecting Oxford to Bicester and, in time, Milton Keynes and Cambridge.

3.21 Banbury and Bicester have their own rural hinterlands but the district has a geographic, social, economic and historic relationship with Oxford. Cherwell borders the northern built-up edge of the city and includes the land south of the A34 immediately north of The Oxford neighbourhoods of Cutteslowe and Upper Wolvercote. An area of land south of the A40 also lies within Cherwell - Pixie and Yarnton Meads - a Site of Special Scientific Interest which is part of the Oxford Meadows Special Area of Conservation alongside the River Thames (see figure 2).

3.22 Kidlington is Cherwell's smallest urban centre and largest village with a population (2011) of about 14,000. Together with the neighbouring villages of Yarnton and Begbroke, it has an immediate and close relationship with Oxford. The Cherwell parish of Gosford and Water Eaton comprises the area north of Cutteslowe and includes part of the built-up area of Kidlington.

3.23 Kidlington functions as a local shopping and employment centre. The Kidlington/Begbroke area also includes London-Oxford Airport, the University of Oxford's Begbroke Science Park, Oxford Spires Business Park and other commercial development along Langford Lane (north Kidlington). All have a shared economic relationship with Oxford.

3.24 The existing Local Plan (2015) seeks to strengthen Kidlington's village centre and to maximise the economic opportunities presented by the village's location on the Oxfordshire 'knowledge spine'.

3.25 A Kidlington Framework Masterplan has been completed by the Council and adopted as a Supplementary Planning Document (2016)⁽³¹⁾. The existing Local Plan includes a commitment to provide land for high value employment uses within two areas of search in the vicinity of Langford Lane, Kidlington and Begbroke Science Park (policy Kidlington 1). It provides for a small scale Green Belt Review to be undertaken in a Part 2 of the Local Plan. Since the Plan was adopted, a new Technology Park has been granted planning permission on land to the south of Langford Lane.

3.26 Approximately 14% of Cherwell lies within the Oxford Green Belt (see Appendix 2). A large number of villages (or parts of them) are 'washed over' by the Green Belt designation. Kidlington, Yarnton and the eastern side of Begbroke are surrounded by Green Belt.

3.27 The vision for Cherwell expressed in the 2015 Local Plan includes:

1. developing a sustainable economy with sound infrastructure
2. providing vital town centres
3. a stronger, sustainable, more diverse rural economy
4. improved road, rail and public transport links and service
5. sustainable communities and a high-quality of life
6. providing a range and choice of good quality, market and affordable housing
7. investment in social and physical infrastructure, addressing inequalities in health and maximising well-being
8. protecting and enhancing the natural and built environment and heritage
9. protecting natural resources, embracing environmental technologies meet the challenge of climate change.

3.28 The Plan's adopted development strategy provides for:

1. 10,129 homes at Bicester
2. 7,319 homes at Banbury
3. 2,361 homes at former RAF Upper Heyford
4. 3,031 homes in the remaining rural areas.

3.29 This is a much higher level of growth than seen in recent decades, reflecting both economic potential of Cherwell and the high level of housing need. The development strategy will result in over 20,000 additional people living at Bicester and over 14,000 at Banbury by 2031. Cherwell's two 'country towns' will grow at a faster rate than seen during the era of the former Structure Plans and the South East Plan.

Cherwell Local Plan 2011-2031, Inspector's Report, para. 212

'The plan's overall strategy sustainably focusses most new development on the two towns of Bicester and Banbury, with about 5,400 new homes in the rural areas, including at Kidlington and the former RAF Upper Heyford to 2031. This is clearly the most sustainable strategy for the district over the plan period and reflects the guidance in paras 17 and 30 of the NPPF. It properly seeks to alter the local pattern of recent housing growth, as a disproportionate percentage (almost half) has taken place in the smaller settlements, adding to commuting by car and congestion on the road network at peak hours. The number of new homes outside the two towns would be around a quarter of the overall total for the plan period taking into account the significant level of housing land supply already available in the rural areas.'

3.30 Key issues for accommodating additional housing for Oxford's needs have therefore included the relationship with the existing Cherwell strategy and the ability to deliver the homes by 2031 having regard to the growth already committed.

3.31 The pattern since the establishment of the Green Belt of accommodating required development at Banbury and Bicester is continuing, albeit at a higher rate of growth than previously experienced. This is not, however, sufficient to help meet Oxford's needs. The rate of potential economic growth in Oxfordshire, Oxford's own growth needs, and the continuing need to respond to what is often described as a housing crisis, means that a new dimension to the Cherwell growth strategy is required.

40 The Cherwell Context

The Oxford Context

Oxford's planning challenge

3.32 Oxford is a world renowned university city. It is the only city in Oxfordshire; a driver of the county economy with a regional shopping centre. Oxford receives 9.3 million tourists every year (Oxford Core Strategy 2026, adopted 2011)⁽³²⁾.

3.33 The city has an historic core and employment centres focused on the city centre, Cowley and Headington (see figure 2). Its parks and nature conservation areas (including a European Union protected Special Area of Conservation (SAC) and several Sites of Special Scientific Interest or 'SSSIs') create pockets and corridors of green space within the city boundary.

3.34 The Oxford Green Belt has a tight inner boundary round the built-up area of the city and extends outwards for about 6.5 to 10 km into each of Oxford's neighbouring districts. Although it contains or surrounds other smaller settlements, the Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with neighbouring towns and villages. It has presented a major constraint on the city's expansion in addition to the floodplain and sensitive ecological and historic areas.

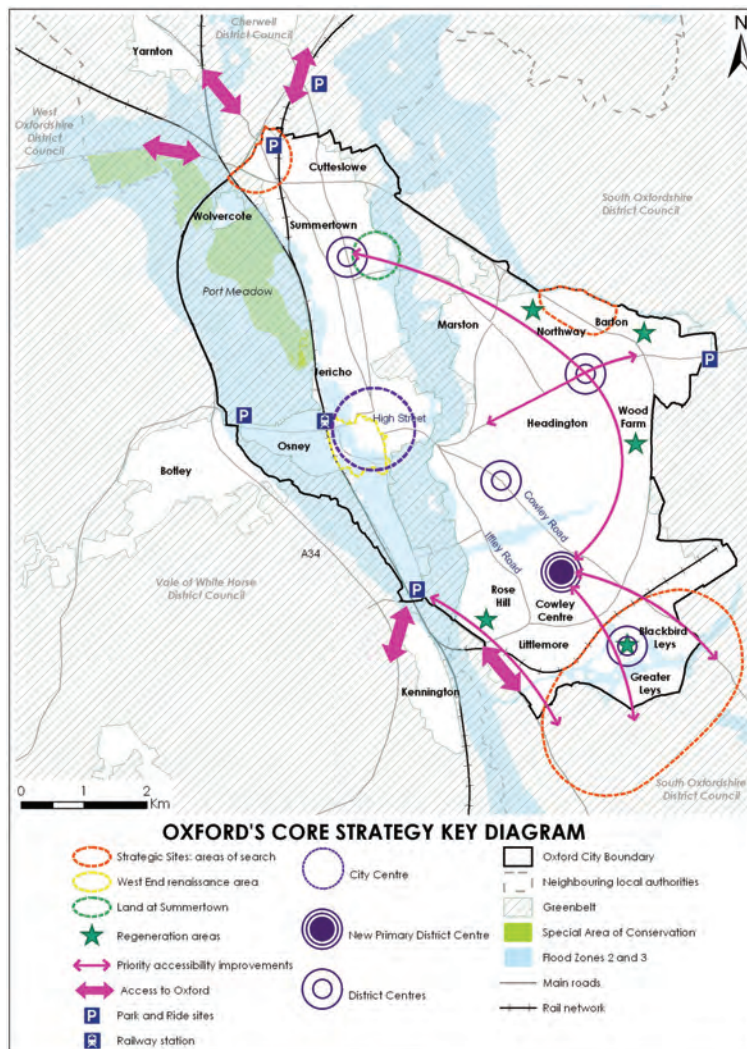
3.35 One of the City Council's key objectives is ensuring a balanced housing supply. Its 'issues and challenges' from a planning perspective include:

1. development pressures
2. the huge demand for market housing
3. the pressing need for affordable housing
4. the need to support its key employment sectors
5. development constraints and the scarcity of and competition for land.

Oxford Core Strategy 2026

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

Figure 2: Oxford City Council Core Strategy Key Diagram, 2011 (Reproduced with the permission of Oxford City Council)



3.36 Oxford's existing development strategy seeks to:

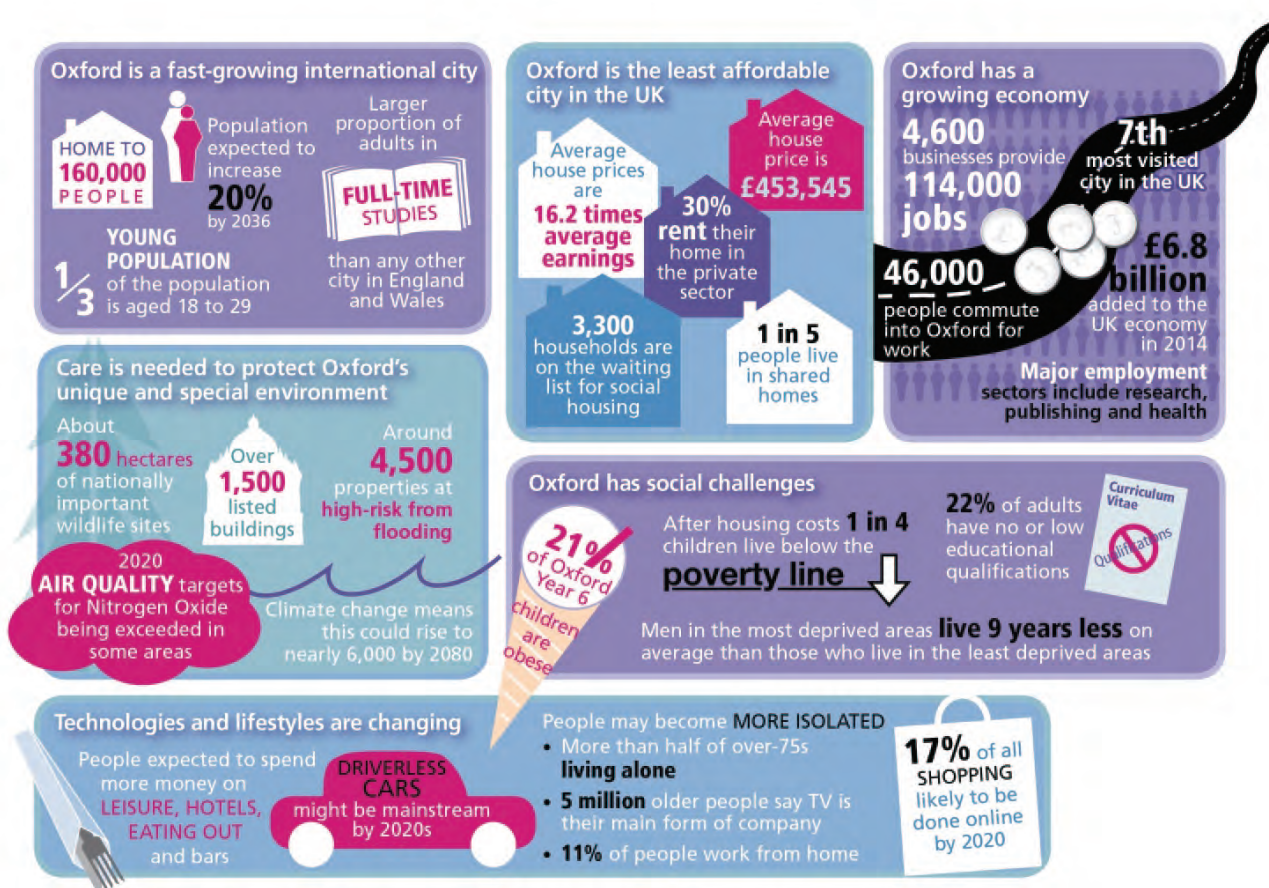
1. ensure that new developments are in accessible locations so as to minimise overall travel demand
2. maximise the reuse of previously developed land and make full and efficient use of all land
3. ensure an appropriate balance of housing and employment growth in the context of other competing land uses.

3.37 The development site at Oxford that has the most direct relationship with Cherwell is known as the Northern Gateway, located next to the Peartree interchange. An Area Action Plan adopted by the City Council provides for 90,000 sqm of development for employment purposes linked to the 'knowledge economy', with 500 dwellings, local retailing, and a hotel⁽³³⁾.

An urban extension is under construction at Barton, at the northern edge of Oxford⁽³⁴⁾. Within the city centre, redevelopment of the Westgate Shopping Centre is at an advanced stage⁽³⁵⁾. Oxford's key sites are shown on figure 2.

3.38 The City Council is preparing a new Local Plan for Oxford. A consultation document published in 2016⁽³⁶⁾ highlighted some of the key issues that the city faces:

Figure 3: Oxford's Key Issues (reproduced with the permission of Oxford City Council) Oxford City Council First Steps Consultation Booklet, 2016



3.39 The Oxfordshire Strategic Housing Market Assessment 2014 (SHMA) highlighted key housing issues and characteristics that have been relevant in preparing the Partial Review. They include:

1. housing market values are higher in Oxford compared to the rest of the Oxfordshire housing market area
2. the strongest demand pressures in Oxfordshire are at Oxford
3. almost half of households in Oxford rent - a very significant level reflecting in part the size of the student rental market and the number of young working households

34 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR59
 35 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR60
 36 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR61

4. the housing mix in Oxford differs markedly from other areas: it is focused towards higher density development and typically smaller homes
5. from 2001-2011, Oxford's population grew by 13%, compared to 8% in Cherwell and Oxfordshire
6. overcrowding is at 6.2% in Oxford compared to the national average of 4.8%. This reflects a younger population structure, multi-occupancy lettings, smaller properties and higher housing costs
7. Oxford has a greater need for smaller homes in comparison to the rural districts - an estimated need for approximately 36% of market housing to be one and two-bedroomed properties which rises to 62% for affordable housing (affordable housing is defined in national policy as being '*Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market...*')
8. detached housing in Oxford makes up a low proportion of stock (9%)
9. Oxford's population is notably more ethnically diverse than the rest of Oxfordshire and the South East
10. Oxford has the highest percentage of households in unsuitable housing in Oxfordshire (4.6%)
11. the net need for affordable housing in Oxford is significantly higher than in the rest of the county
12. only 19.2% of Oxford's population is aged 55 and over (27% or above in the other districts)
13. there is a significantly lower level of projected need for specialist housing for older people in Oxford than in Cherwell.

Oxford's Housing Strategy

3.40 Oxford's acute housing shortage and affordability problems are considered in the City Council's Housing Strategy (2015-2018)⁽³⁷⁾. The strategy takes account of the SHMA and includes the following priorities:

1. increase the supply of, and improve access to, affordable housing
2. meet the housing needs of vulnerable groups
3. support the growth of a balanced housing market
4. support sustainable communities.

3.41 The Housing Strategy has an action plan which includes working with Registered Providers of affordable housing and others to bring forward development schemes to address shortfalls in housing delivery.

3.42 It refers to owner occupation levels dropping over the previous 10 years and an 'explosion' in the private rented sector which now represents 28% of Oxford's total housing market. It describes the difficulty of affordable access to housing within Oxford and of achieving balanced housing markets.

3.43 The Strategy highlights that the City Council's existing planning policy requires 50% of all new housing to be delivered as 'affordable homes' - 20% of which as 'intermediate' tenure such as shared ownership (its Supplementary Planning Document on Affordable Housing and Planning Obligations provides further planning guidance)⁽³⁸⁾.

3.44 It considers that traditional shared ownership may be unaffordable for a large number of the households unable to compete in the housing market, the need for careful examination of possible alternative housing models, such as rent to buy or community based housing, and whether measures to provide options for key workers could be supported.

Transport connectivity with Cherwell

3.45 Oxford and Cherwell are connected by the A4165 (Oxford/Banbury Road) and the A44 (Woodstock Road).

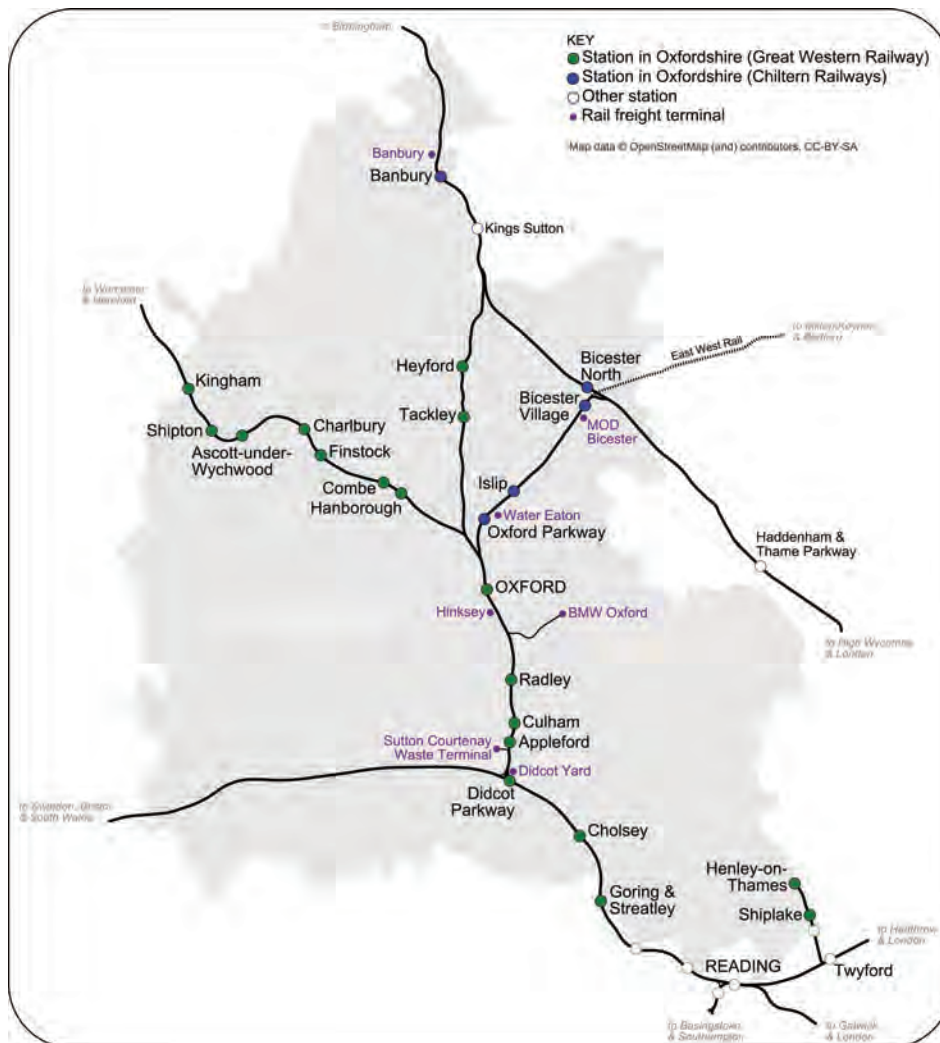
3.46 The A4165 connects Kidlington to the Cutteslowe area of Oxford, crossing the A34 and passing the Oxford Parkway Railway Station and Water Eaton Park and Ride facility. The road becomes the A4260 at the Kidlington roundabout, passes through the centre of Kidlington and continues on through Cherwell to Banbury. The A44 connects Woodstock (in West Oxfordshire) to the Wolvercote area of Oxford, passing the western edge of Kidlington, Begbroke, Yarnton and the Peartree Park and Ride facility.

3.47 Oxford city centre, its northern neighbourhoods and the city's northern and western by-passes can be accessed from each route. The A44 is also used as a north/south route to Oxford via the A4095 (Upper Campsfield Road) which connects the A4260 (north of Kidlington) to the A44 at Woodstock. The route avoids the centre of Kidlington and provides more direct access to Oxford's western by-pass and the A34.

3.48 The A34 connects north and south Oxfordshire via north Oxford and south Cherwell to the motorway network at junction 9 of the M40.

3.49 Three railway lines connect Oxford to Cherwell – the Oxford to Bicester line passing through Oxford Parkway and Islip, the London-Oxford-Birmingham mainline which passes between Kidlington and Yarnton and on to Banbury, and the Cotswold line from Oxford to Worcester with a station at Hanborough in West Oxfordshire to the south west of Woodstock and close to the Cherwell border.

Figure 4: Oxfordshire Rail Network Local Transport Plan, 2016, reproduced with the permission of Oxfordshire County Council



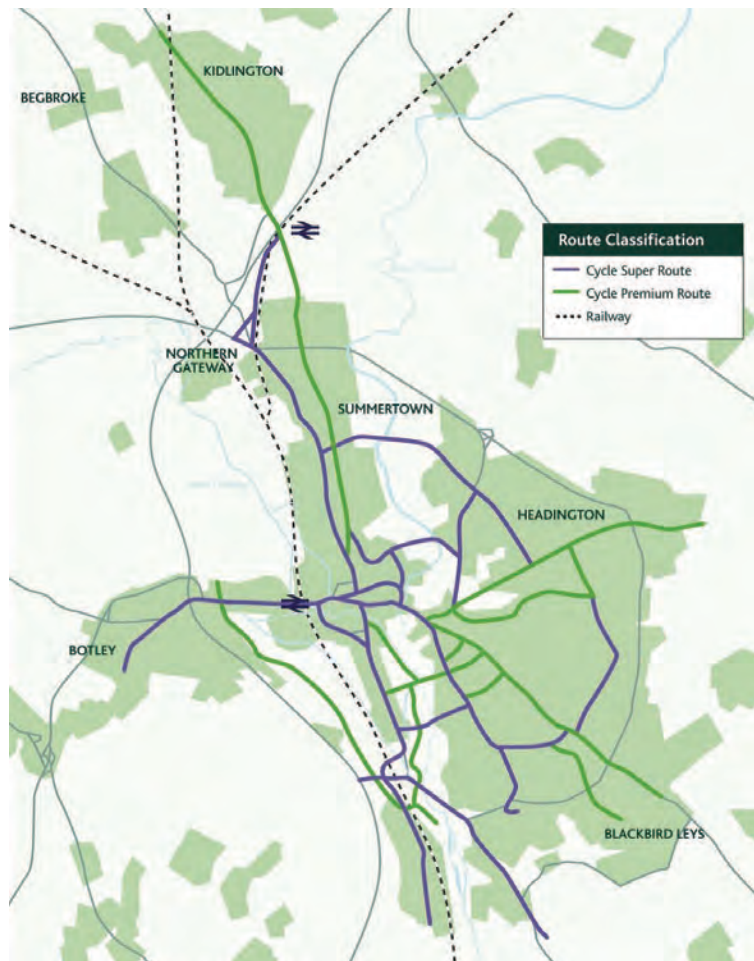
3.50 Existing bus services operating between south Cherwell and Oxford include the S3 to Woodstock and S4 to Banbury and Kidlington. Oxford has a network of commercial bus services, including regular services from the city centre to the Park and Ride sites and the new Oxford Parkway Railway Station. Most radial routes have stretches of bus lane but these are not continuous. A Quality Bus Partnership has led to a joint smartcard ticketing arrangement and the consolidation of services on larger vehicles. The use of electric-hybrid buses has been established and is encouraged by Oxford’s ‘Low Emission Zone’ in the city centre.

3.51 National Cycle Route 5 links Woodstock to Oxford mostly along a segregated route alongside the western side of the A44. It passes the airport, Langford Lane (Kidlington), Begbroke and Yarnton before crossing the A40 and A34 into Oxford. National Cycle Route 51 connects the centre of Kidlington to Oxford, through the built-up area of the village and crossing the A4260 and A34 next to Oxford Parkway.

3.52 The Oxford Canal and River Cherwell connect Oxford and Cherwell. The river flows to the north-east of Kidlington. The canal with its towpath adjoins the western edge of the built-up area of Kidlington. The canal provides a direct route into central Oxford from Kidlington.

3.53 There is also some shared footway / cycleway links along main corridors such as A44 and A4260 but no provision in other areas such as along the A34.

Figure 5: Oxford / South Cherwell Cycle Network Local Transport Plan, 2016, (reproduced with the permission of Oxfordshire County Council)



Oxford Transport Strategy

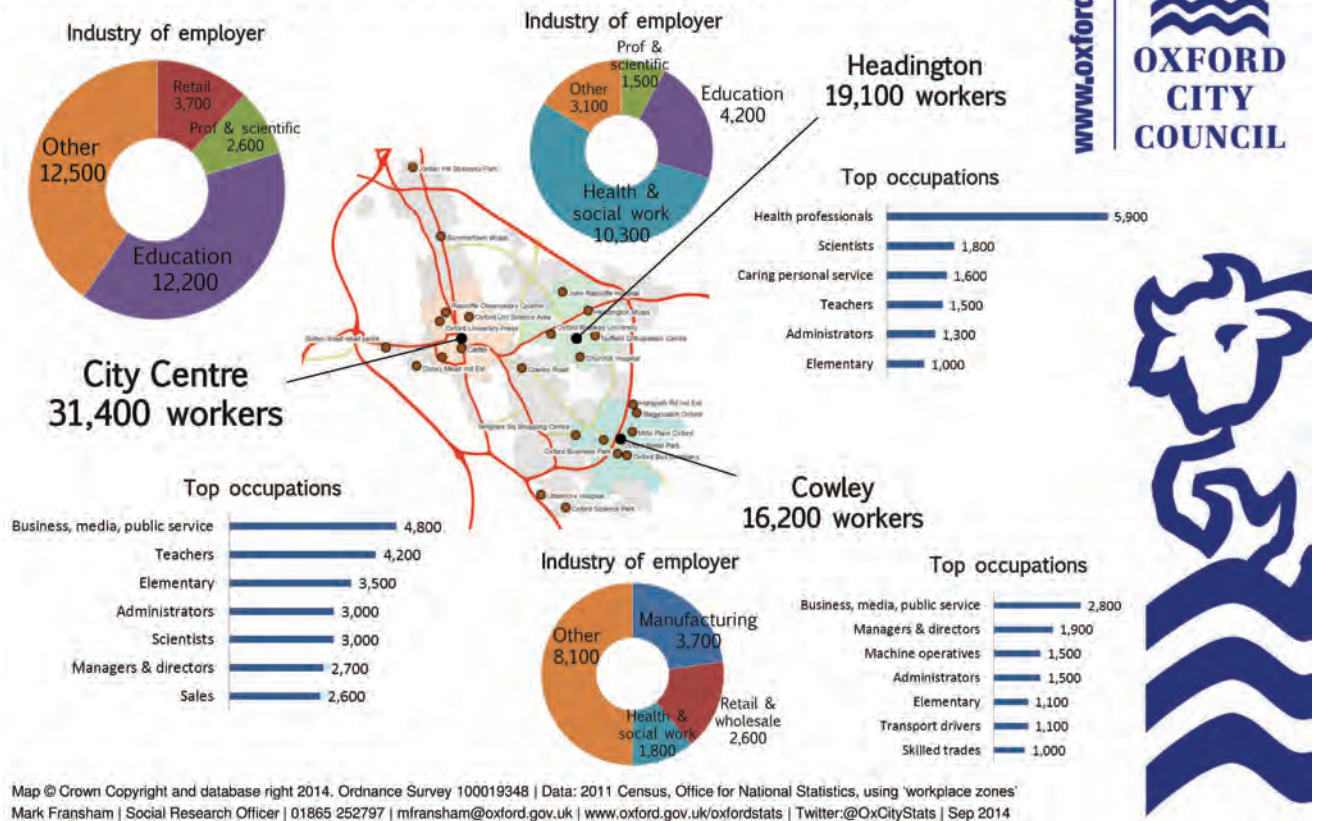
3.54 The County Council as Highway Authority has a responsibility for producing a Local Transport Plan (LTP) for Oxfordshire within which are a number of Area Strategies.

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

Figure 6: Oxford's Employment Areas (Reproduced with permission of Oxford City Council)

Where do people work in Oxford?

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



3.56 In addition to developing route strategies for the A40 and A34 which affect both Cherwell and Oxford, the Local Transport Plan includes an 'Oxford Transport Strategy' (OTS)⁽³⁹⁾ which identifies the current and future challenges for transport in the city and sets out a strategy based on a combination of infrastructure projects and supporting measures to enable economic and housing growth. The strategy includes a focus on north Oxford, including Cutteslowe and Wolvercote, and major corridors into Oxford from the area north of the outer ring road.

The Highway Authority's Vision for Oxford

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

- a thriving knowledge-based economy, by enabling businesses to draw on a wide pool of talented people, innovate and collectively grow through strong connections and interactions and trade within global markets;

- an enviable quality of life for Oxford's people, by providing safe, inclusive, healthy and convenient travel choices providing access for all to employment, services, retail and leisure opportunities; and
- Oxford as a city which best promotes its outstanding heritage through an attractive and vibrant public realm which offers a highly attractive environment to live and work and a visitor experience of global renown.

The Highway Authority's Objectives for Oxford

- Support the growth of Oxford's economy by providing access to appropriately skilled employees and key markets
- Ensure business sectors are well connected to each other and are provided with effective and reliable access to strategic networks
- Provide effective travel choices for all movements into and within the city
- To support the transition to a low carbon future
- Promote modes of travel and behaviours which minimise traffic and congestion
- Focus development in locations which minimise the need to travel and encourage trips by sustainable transport choices
- Provide a fully accessible transport network which meets the needs of all users
- Provide an accessible city centre which offers a world class visitor experience
- Tackle the causes of transport-related noise and poor air quality within the city by encouraging and enabling cycling, walking and door-to-door travel.

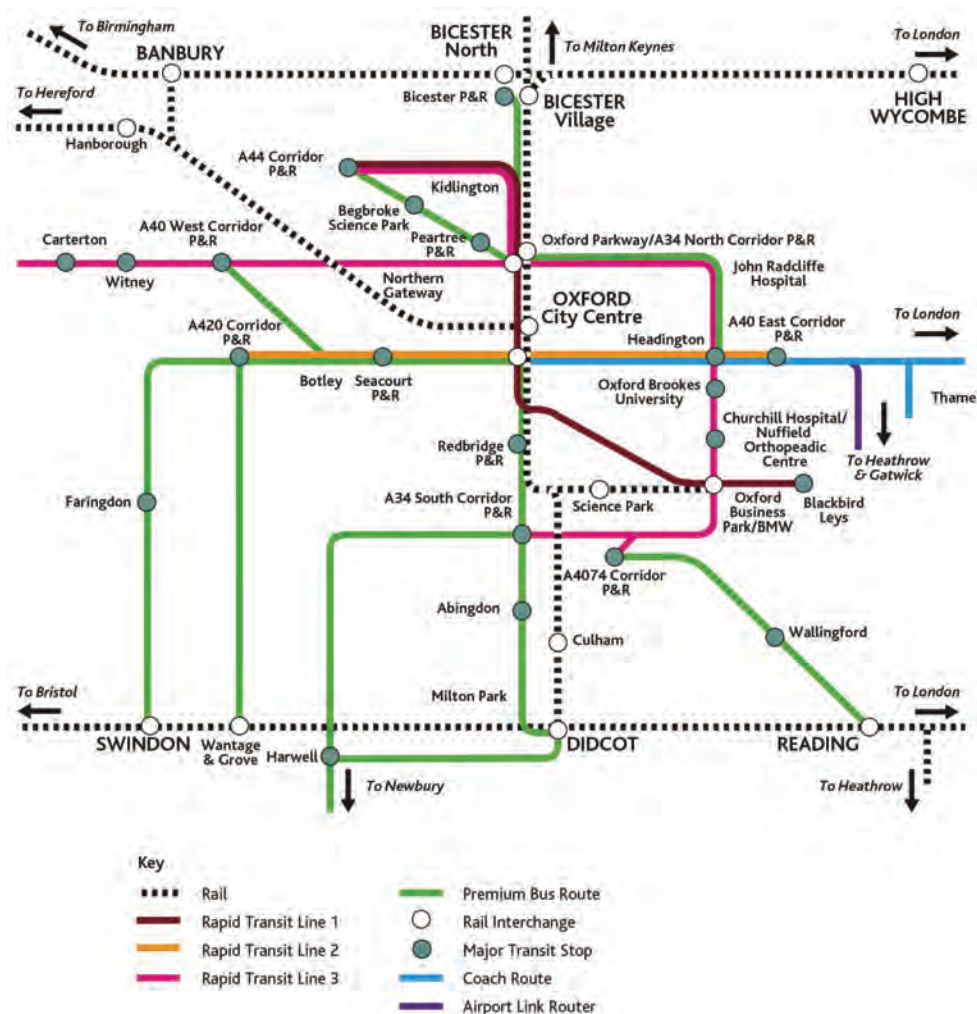
3.57 The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.

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

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

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

Figure 7: Oxford Transport Strategy - Rapid Transport Routes Local Transport Plan 2016, (reproduced with permission of Oxfordshire County Council)



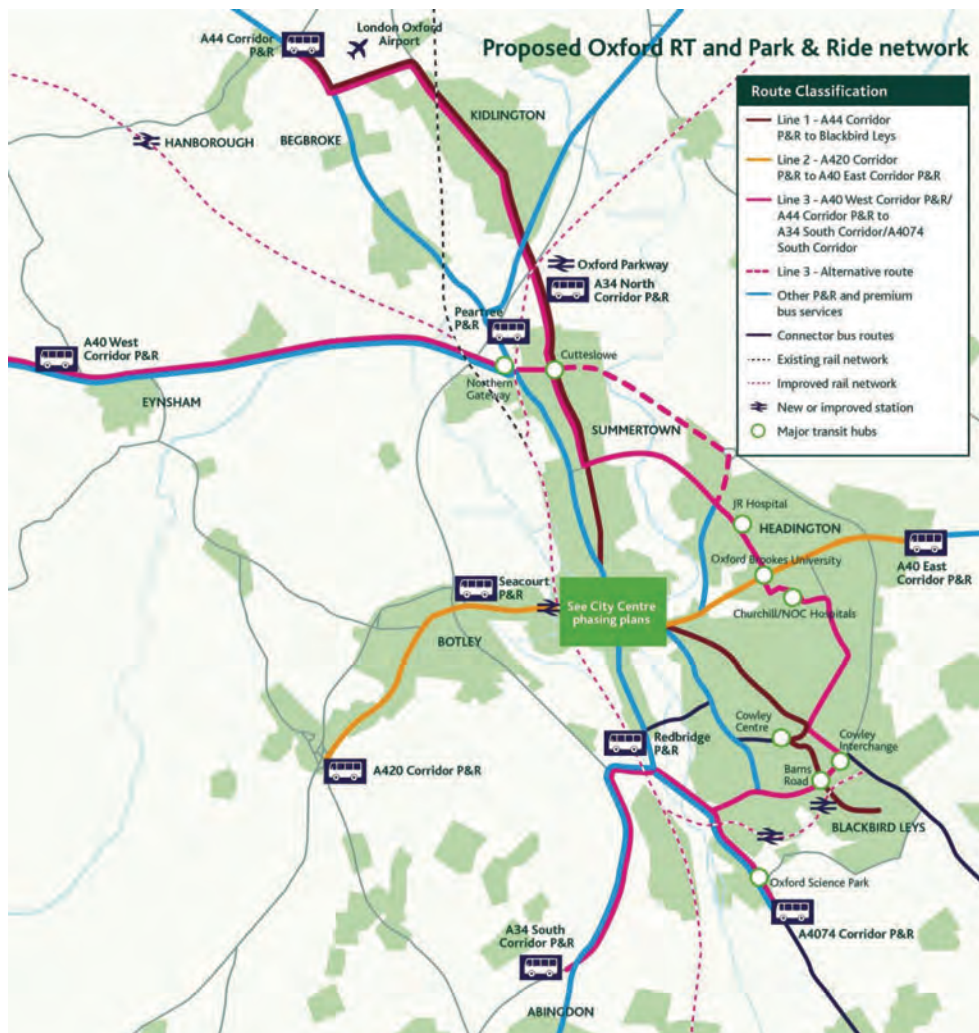
3.60 The County Council has undertaken a study to understand the Park and Ride options. New sites are expected to be particularly important in providing attractive points for drivers to transfer from their cars to mass transit services across the city: either making use of direct services or being able to seamlessly transfer between services at key interchanges across the network.

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

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

3.63 The Oxford Transport Strategy indicates the development of a new Park and Ride next to the A44/Woodstock roundabout. An extension to the Water Eaton Park and Ride next to Oxford Parkway Railway Station is also being considered. The future of other existing Park and Rides is also being considered in the context of potential new sites further away from the city boundary.

Figure 8: Proposed Oxford Rapid Transit and Park and Ride Network Local Transport Plan 2016, (reproduced with the permission of Oxfordshire County Council)



The Wider Context

West Oxfordshire

3.64 The challenges of growth affect other areas nearby. West Oxfordshire shares a border with Cherwell at the edge Woodstock on the A44, immediately north of London-Oxford Airport and next to the Blenheim Palace World Heritage Site. The border is approximately 7km from Cherwell's border with Oxford.

3.65 West Oxfordshire's existing Local Plan (2011) has focused the majority of new house building at Witney and four of its largest towns and key service centres - Carterton, Chipping Norton, Eynsham and Woodstock.

3.66 Woodstock is a focus for growth in West Oxfordshire's new, emerging Local Plan. The draft Plan includes more extensive growth at Witney and Chipping Norton, growth at Carterton comparable to that at Woodstock and less significant growth in the Burford-Charlbury Area. Larger strategic development is planned at Eynsham on the A40 to the west of Oxford, the majority of which is intended to address West Oxfordshire's contribution (2750 homes) to Oxford's unmet housing need.

Oxford-Milton Keynes- Cambridge corridor

3.67 The Oxford-Milton Keynes-Cambridge corridor has for some years been the subject of consideration through the development of East-West Rail. The first stage of East-West Rail (Oxford to Bicester and Marylebone) has been completed and includes the construction of the Oxford Parkway Railway Station to the south of Kidlington next to the long-established Water Eaton Park and Ride and resulting in more frequent services in and out of Oxford. The final route is expected to open new links from Oxford and Oxford Parkway to Milton Keynes and Bedford by 2019 and onto Cambridge in due course.

3.68 The need to invest in the A34 trunk road has been recognised in recent Government transport policy and funding announcements. These include Route Based Strategies from Highways England and the Road Improvement Strategy (RIS)⁽⁴⁰⁾.

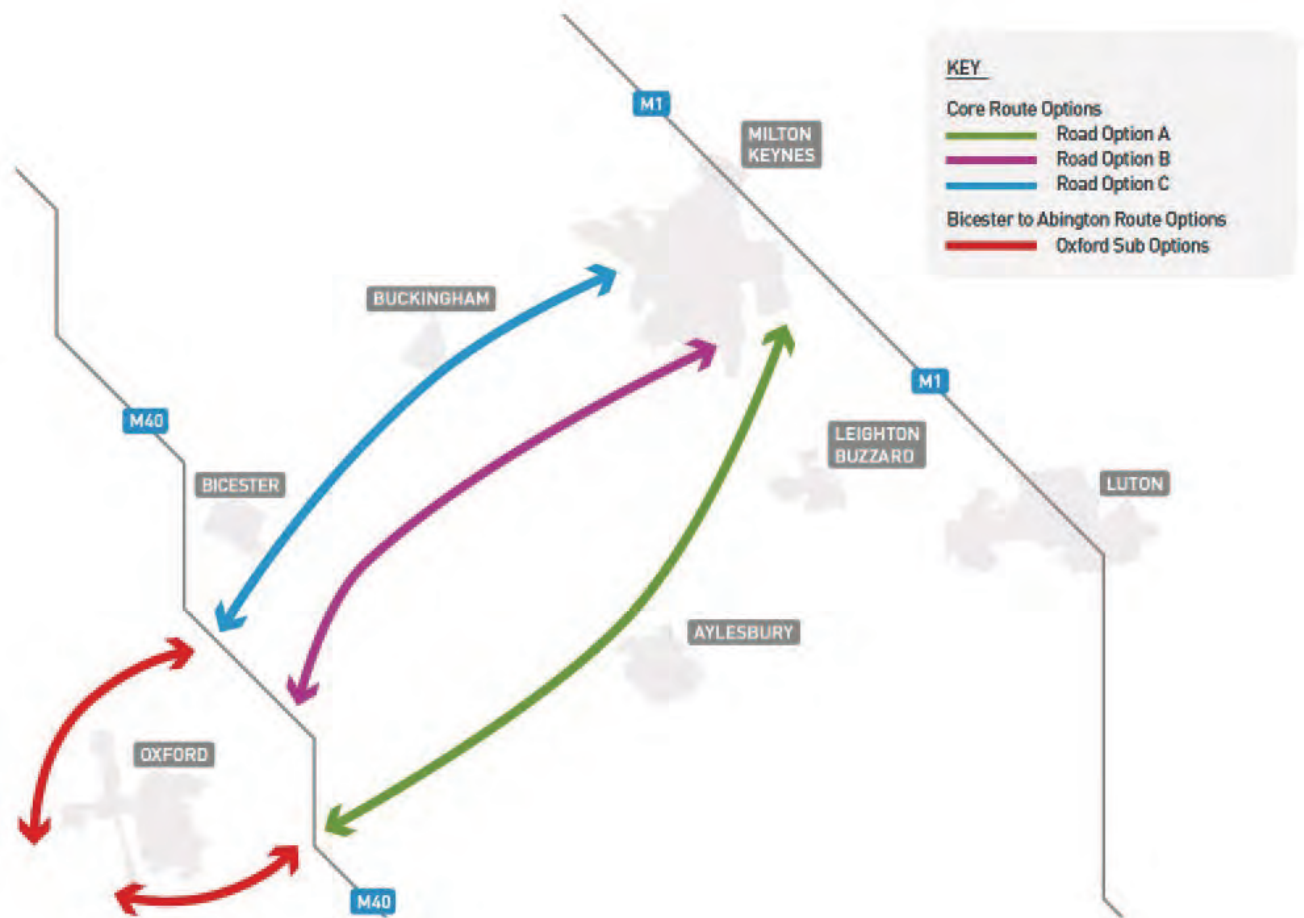
3.69 More recently, the National Infrastructure Commission (NIC), the Department for Transport (DfT) and Highways England have examined in more detail the effect of poor east-west connectivity as a major barrier to housing and economic growth as part of the Oxford to Cambridge Expressway Strategic Study Stage 3 Report⁽⁴¹⁾ published in November 2016 by DfT and Highways England. [

3.70 In 2016, in the Autumn Budget Statement, the Government announced a commitment and support to deliver a new Oxford to Cambridge 'Expressway' including development funding for the evaluation of route options.

3.71 The Department for Transport (DfT) published a study on the proposed scheme, which set out three shortlisted route options for an Expressway, as well as sub-options to route around Oxford.

40 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR64
41 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR38

Figure 9: Oxford to Cambridge Expressway - Route Options (Strategic Study Stage 3 Report, DfT/HE (2016))



3.72 Regardless of the option chosen, it is expected that an Oxford to Cambridge Expressway would help address constraints along the A34, a key strategic route connecting Oxfordshire with the south of the country and the wider Strategic Road Network.

3.73 A National Infrastructure Commission (NIC) report is expected by the end of 2017 including recommendations to the Government linking east-west transport improvements with wider growth and investment opportunities along this corridor.

Aylesbury Vale

3.74 Aylesbury Vale adjoins Cherwell to the south east and Oxford to the north east and is located in the Oxford to Cambridge corridor. Aylesbury town connects to Oxford along the A418/A40 (41 km) and to Bicester via the A41 (29 km).

3.75 The completion of East West Rail Phase 2 will improve its public transport accessibility connecting Aylesbury to Oxford, Bicester and Milton Keynes by 2020.

3.76 The emerging Vale of Aylesbury Local Plan (Draft Plan, 2016) proposes 33,300 new homes to be built in the district in the period to 2033. The focus of the growth will be at Aylesbury which has recently been granted Garden Town status.

3.77 The draft Plan seeks stronger public transport links to Milton Keynes, Oxford and the Thames Valley. This is likely to be helped by planned rail investment and potential investment as part of the Oxford to Cambridge corridor.

A Vision for Meeting Oxford's Unmet Housing Needs

4.1 The key issues and context, the evidence we have gathered and the consultation feedback we have received, have shaped our vision for how the Council will seek to meet Oxford's unmet housing needs. The vision responds to the specific needs and growth of Oxford, the relationship between housing and employment and the importance of building sustainable communities that are well related to Oxford.

Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. This development will be provided so that it:

- i. creates balanced and sustainable communities
- ii. is well connected to Oxford
- iii. is of exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
- iv. is supported by necessary infrastructure
- v. provides for a range of household types and incomes reflecting Oxford's diverse needs
- vi. contributes to improving health and well-being, and
- vii. seeks to conserve and enhance the natural environment.

Our Objectives for Achieving the Vision

4.2 The existing Cherwell Local Plan (2015) provides fifteen strategic objectives for Cherwell (SO1 to SO15) in the interest of developing a sustainable local economy, for building sustainable communities and for ensuring sustainable development. Although tailored to meeting Cherwell's needs, all of the objectives remain relevant in planning for the additional housing. However, there are a number of particular relevance in planning for Oxford's housing needs within Cherwell:

Key Objectives from the existing Local Plan (2015)

SO6 - To accommodate new development so that it maintains or enhances the local identity of Cherwell's settlements and the functions they perform

SO8 – To improve the affordability of housing in Cherwell and to provide social rented and intermediate housing to meet identified needs whilst ensuring the viability of housing development and a reliable supply of new homes

SO10 - To provide sufficient accessible, good quality services, facilities and infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs; reducing social exclusion and poverty , addressing inequalities in health and maximising well-being

SO11 – To incorporate the principles of sustainable development in mitigating and adapting to climate change impacts including increasing local resource efficiency (particular water efficiency), minimising carbon emissions, promoting decentralised and renewable or low carbon energy where appropriate and ensuring that the risk of flooding is not increased.

SO12 – To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages

SO13 – To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility

SO14 – To create more sustainable communities by providing high-quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work which contribute to the well-being of residents

SO15 – To protect and enhance the historic and natural environment and Cherwell's core assets, including protecting and enhancing cultural heritage assets and archaeology, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas.

4.3 In developing the Partial Review, we consulted on additional objectives to specifically achieve the vision for accommodating development for Oxford. Our final objectives take into account the feedback we received and our evidence base.

Strategic Objectives in Meeting Oxford's Unmet Housing Needs

Strategic Objective SO16

To work with Oxford City Council and Oxfordshire County Council, and other neighbouring authorities as required, in delivering Cherwell's contribution to meeting Oxford's unmet housing needs with its required infrastructure by 2031.

Strategic Objective SO17

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

Strategic Objective SO18

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

Strategic Objective SO19

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

A Spatial Strategy for North Oxford, Kidlington and the A44 Corridor

Our core principles for delivering the vision and objectives

5.1 Our development strategy to meet the vision and objectives is based on a coherent, holistic, and joined-up approach which prioritises the need for development to be well connected to Oxford, to be related to the area of the district that has the strongest economic and social relationships with Oxford, which is fully integrated with the County Council's sustainable transport policies, which seeks to grasp the opportunities for distinctive place-shaping and to provide a consolidated approach to green infrastructure and for the achievement of net gains in biodiversity.

5.2 Our strategy is part of a wider economic context. Oxfordshire's Strategic Economic Plan (2016) highlights the county's important strategic location in relation to London, Heathrow Airport and as part of the UK's 'Golden Triangle' between Oxford, London and Cambridge. It highlights the economic potential of the Oxford - Milton Keynes – Cambridge corridor, a focus of work undertaken by the National Infrastructure Commission.

5.3 Oxford's importance as a key economic driver directly influences the rest of Oxfordshire; particularly where, as in Cherwell's case, there are significant, shared economic assets at the interface between the city and the districts or along main transportation corridors.

5.4 Oxford's Northern Gateway site on the border with Cherwell will be a key growth area. Within Cherwell, the new Oxford Parkway Railway Station, Oxford University's Begbroke Science Park, London-Oxford Airport and the commercial area at Langford Lane, Kidlington have clear relationships with economic growth of Oxford. Our strategy builds on these relationships.

5.5 The County Council's sustainable transport strategy for Oxford is part of the same context. It seeks to support the growth of the Oxford economy and ensure that business sectors are well connected to each other and are provided with effective travel choices for all movements into and within the city (see section 3). In accordance with the strategy we are seeking to focus development in locations which minimise the need to travel and encourage trips by sustainable modes of transport.

5.6 We are seeking to benefit from and to help deliver the County Council's rapid transit proposals, to take advantage of the new Oxford Parkway Railway Station, to complement the proposal for a new Oxford Park and Ride facility off the Woodstock/Bladon/A44 roundabout, to capitalise on the provision of improved cycle routes into Oxford and help deliver an significant increase in the proportion of people accessing Oxford by non-car modes of transport.

5.7 Our strategy strives to assist the County Council in meeting its vision for Oxford to '*... have a progressive transport network, providing reliable and sustainable methods of movement, enabling growth and comprehensively linking all communities.*' In doing so, we are also seeking to improve connectivity between existing communities - to provide new walking, cycling and wheelchair routes between Begbroke, Yarnton and Kidlington, the need for which was highlighted in the Kidlington Framework Masterplan. The County Council's proposals in the A44/A4260 Corridor Study⁽⁴²⁾ for improved traffic management and public transport prioritisation through Kidlington also presents wider opportunities for improving the built-up environment of Kidlington.

5.8 Our strategy also seeks to make more of the 'natural' environment in planning for new development through the protection and enhancement of existing 'green' assets and the water environment but also to make green infrastructure and biodiversity core principles central in how we plan for new development, connect new places and in the layout and appearance of the new buildings and spaces.

5.9 We are seeking to improve access to the countryside, to provide new opportunities for nature conservation and enhancement, to respond to the historic context and to improve provision for outdoor sport and recreation. We have used our evidence base to do this and have been assisted by parallel projects such as the Oxfordshire Historic Landscape Characterisation Study⁽⁴³⁾, the Oxford Canal Conservation Area Appraisal⁽⁴⁴⁾ and the Kidlington Framework Masterplan.

5.10 Our strategy for meeting Oxford's unmet needs seeks to avoid undermining the strategy of the existing Local Plan (2015) and the delivery of planned growth at Bicester, Banbury and Former RAF Upper Heyford.

5.11 The existing Plan provides for extensive residential and employment growth at Bicester and Banbury which will take to 2031 to deliver. Former RAF Upper Heyford, a conservation area, is being developed as a new settlement involving three times the level of growth originally envisaged. This will also take to 2031 to deliver. The existing Local Plan also responds to relatively high levels of growth in rural areas with a housing distribution that seeks to retain an urban focus.

5.12 We do not consider that the same strategy will deliver the vision for Oxford's needs, nor that this could be achieved without putting at risk the delivery by 2031 of the growth for Cherwell's needs already committed to, or without adversely affecting the planned balance between homes, jobs and infrastructure.

5.13 Instead, our new strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities.

Our policies for delivering the vision and objectives

5.14 Our strategy for delivering the additional growth for Oxford incorporates these principles. It comprises a collection of policies which will be used in working cooperatively with key partners, in helping to shape specific proposals, in considering applications for planning permission and in ensuring that delivery is secured in accordance with this Partial Review.

5.15 We set our policies out below. In summary they seek to achieve the following:

1. deliver the required homes for Oxford by 2031 in a form that achieve sustainable development (policy PR1)
2. deliver a mix, tenure and size of homes that responds to identified needs (policy PR2)
3. exceptionally allow for development in the Green Belt having considered all other reasonable options and the vision and objectives we need to achieve (policy PR3)

43 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR43 and PR50
44 Evidence List - <http://www.cherwell.gov.uk/index.cfm?Articleid=11183> - PR63

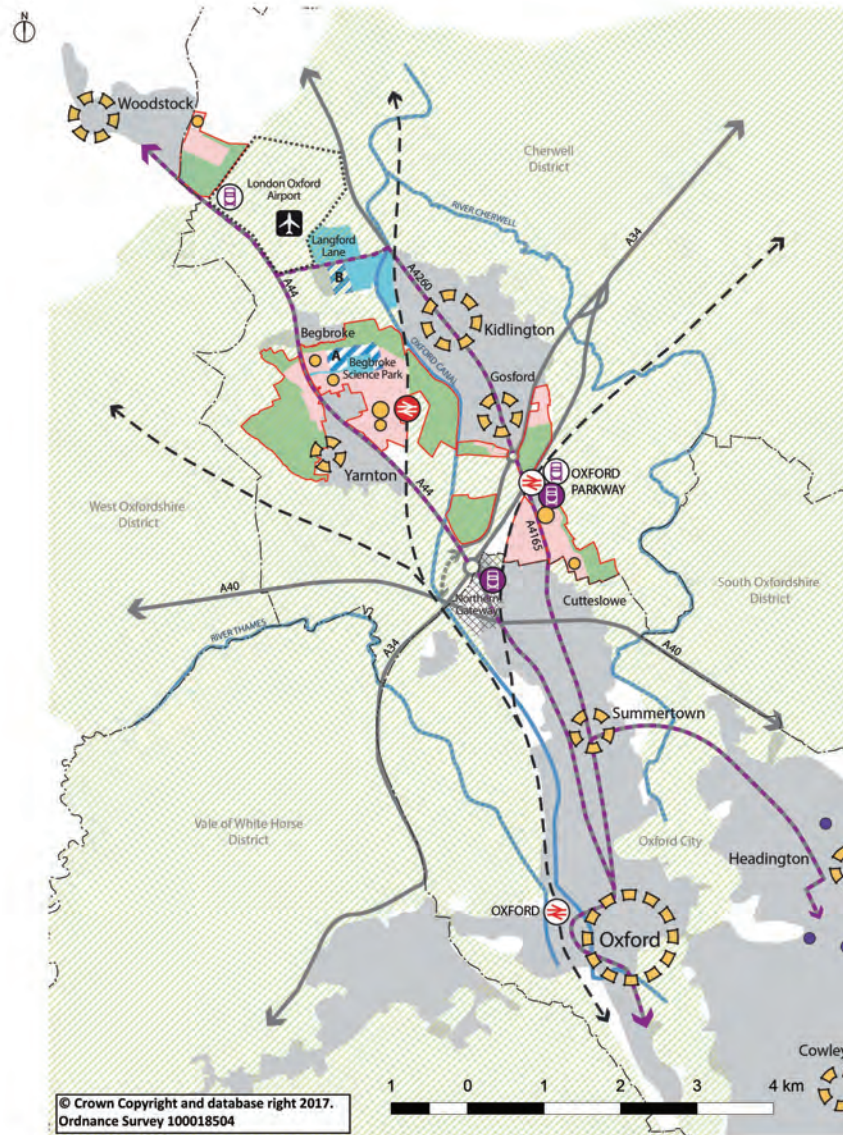
A Spatial Strategy for North Oxford, Kidlington and the A44 Corridor

4. seek to maximise the opportunity for affordable and sustainable transportation from development areas to Oxford's key employment areas, services and facilities (policy PR4a)
5. seek to use the advantage of sustainable transport opportunities to help strengthen Kidlington centre in accordance with the existing Local Plan (2015) and the Kidlington Framework Masterplan (policy PR4b – Kidlington Centre)
6. seek to provide a consolidated and integrated approach to the provision of green infrastructure alongside new development, particularly within the Green Belt (policy PR5)
7. the delivery of strategic development sites that best achieve our vision and objectives and the achievement of sustainable development in the Oxfordshire, Cherwell, Oxford and wider context. The sites are:

Table 4

Area	Policy / Site	No. Of Homes
North Oxford	Policy PR6a - Land East of Oxford Road	650
	Policy PR6b - Land West of Oxford Road	530
	Policy PR6c - Land at Frieze Farm (reserved site for replacement Golf Course)	-
Kidlington	Policy PR7a - Land South East of Kidlington	230
	Policy PR7b - Land at Stratfield Farm	100
Begbroke	Policy PR8 - Land East of the A44	1950
Yarnton	Policy PR9 - Land West of Yarnton	530
Woodstock	Policy PR10 - Land South East of Woodstock	410
Total		4400

Figure 10: Spatial Strategy - Key Diagram



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Key Diagram - For Illustrative Purposes Only

- | | | |
|---|---|-----------------------------------|
| Key | Existing centres | Sustainable movement corridors |
| Allocation site boundaries | Proposed local centres and schools | Rail lines |
| District boundaries | Existing hospitals | Existing rail station |
| Green Belt | Existing employment area | Potential new rail station |
| Existing settlement | Proposed employment area
A: land reserved for extension to Science Park
B: permission granted for Technology Park | London Oxford Airport |
| Proposed growth | Oxford City proposed Northern Gateway development | Existing Park & Ride |
| Proposed green infrastructure and formal recreation provision | | New or expanded Park & Ride |
| | | County Council proposed link road |

5.16 Figure 10 illustrates our strategy for accommodating growth for Oxford. It shows the geographic relationship between Cherwell, Oxford and West Oxfordshire and specifically the proximity of north Oxford with Kidlington, Yarnton, Begbroke and Woodstock along the A44

corridor. Key economic drivers, transport connections and environmental assets are shown and the diagram illustrates how the principles which support the strategy underpin the development sites we have identified. Our statutory policies maps provide a more detailed illustration of the specific requirements for each development site.

The exceptional circumstances for the removal of land from the Oxford Green Belt

5.17 All of the sites we have identified, other than land to the south-east of Woodstock lie within the Oxford Green Belt. We consider that there are exceptional circumstances for the removal of these sites (either in full or in part) from the Green Belt. These are:

1. the urgent and pressing need to provide homes for Oxford including the exceptionally high need for affordable homes
2. the clear inability for Oxford City Council to fully meet its own needs
3. that the consideration of all other reasonable options did not suggest that a sustainable, deliverable alternative could be provided without unacceptable harm to the existing Cherwell development strategy
4. the immediate relationship of the north Oxford and south-east Kidlington area to the existing built-up area of Oxford, the allocated strategic development area of Northern Gateway and the new Oxford Parkway railway station / park and ride interchange
5. the clear economic and social relationships that exist between Oxford and Cherwell's local communities at Begbroke, Yarnton, Kidlington and at Gosford and Water Eaton, and the clear potential to develop these relationships;
6. the significance of the north Oxford - A44 Oxford to Woodstock corridor to the economic forecasting work which informed the countywide assessment of housing need including the Oxford's Northern Gateway site, the University of Oxford's Begbroke Science Park, London-Oxford Airport and the Langford Lane area of Kidlington
7. the unique place shaping potential for the area of land next to the University of Oxford's Begbroke Science Park; land situated next to Yarnton and Begbroke village and close to Kidlington. The Begbroke Science Park is a facility of international significance and is of great importance to the local and Oxfordshire economy. Its location close to Oxford and Kidlington and next to the Oxford Canal and railway provide for an exceptional opportunity to meet Oxford's needs in parallel with the expansion of the Science Park
8. the need to ensure a cautious approach at Woodstock (in terms of the number of new homes) due to the presence of international and national heritage assets while responding to the proximity and connectivity of a growing town to both Oxford and the growth areas on the A44 corridor
9. the improvement of transport infrastructure in the north Oxford /A44 corridor area
10. the strengthening of Kidlington village centre related to sustainable transport improvements including access to employment areas and the appearance of the built environment/public realm

11. the opportunity to provide improvements to the quantity and quality of new public open space and green infrastructure, access to the countryside; and, the provision of additional facilities that will benefit Kidlington, Gosford, Begbroke and Yarnton
12. the ability to create a sustainable, holistic, joined-up vision for the whole of the north Oxford /Kidlington/A44 corridor area.

5.18 Land to the south-east of Woodstock lies outside but next to the Oxford Green Belt. Land at Frieze Farm is to remain in the Green Belt as we consider that its possible use as a replacement Golf Course would be compatible with the purposes of Green Belts.

A Spatial Strategy for North Oxford, Kidlington and the A44 Corridor

Achieving Sustainable Development for Oxford's Needs

5.19 There is a pressing need to deliver 4,400 homes to help Oxford meet its housing needs. In doing so we need to work closely with key partners to ensure effective and timely delivery. To deliver sustainable development, proposals will need to accord with the Partial Review's vision, objectives and policies, must be tailored to meet Oxford's needs but must appropriately respond to the Cherwell context.

5.20 Development must not adversely affect delivery of the strategy for meeting Cherwell's needs in the existing Local Plan (2015). Furthermore, proposals will need to comply with relevant existing policies including for transport (policy SLE4) community facilities and well-being (Policies BSC7 to BSC12 of the existing Local Plan); for the built, natural and historic environment (policies ESD1 to ESD 13 and Policies ESD15 to 17); and, for Kidlington (policies Kidlington 1 and 2).

Policy PRI: Achieving Sustainable Development for Oxford's Needs

Cherwell District Council will work with Oxford City Council, West Oxfordshire District Council, Oxfordshire County Council, and the developers of allocated sites to deliver:

- (a) 4,400 homes to help meet Oxford's unmet housing needs by 2031**
- (b) the Vision, Objectives and Policies set out in this Partial Review of the Local Plan**

Development proposals to meet Oxford's needs will be supported if they:

- (1) Accord with the Vision, Objectives and Policies of this Partial Review,**
- (2) Comply with other material Development Plan policies, and**
- (3) If it is demonstrated that they will achieve sustainable development.**

For the purpose of the Partial Review, the definition of sustainable development includes development that meets Oxford's housing needs and does not cause harm to the delivery of the Cherwell Local Plan 2011-2031 (adopted July 2015).

Housing Mix, Tenure and Size

5.21 Oxford's Local Plan, its Housing Strategy and the Oxfordshire Strategic Housing Market Assessment (2014) describe the city's housing needs in detail.

5.22 High affordable housing needs have led to higher overall housing requirements for Oxford. Affordable housing, as defined by national policy, needs to be provided at an optimum level which responds both to the local level of need and the necessity of ensuring that development can be viably delivered.

5.23 As a focused Plan with a specific number of development sites, we have identified a specific affordable housing requirement (as a percentage of the total number of dwellings) for each site. The requirements are supported by a viability assessment of the Plan and we sought to meet Oxford's requirement for 50% of its housing to be provided as affordable homes (see site specific policies).

5.24 Because Oxford's affordable housing need is so high, we are prescribing the mix of housing sizes needed for the defined 'affordable' element of the new housing supply. We have based these on the affordable housing requirements for the Housing Market Area as specified in the SHMA 2014. We are also requiring a higher level of affordable rent/social rented accommodation (80% of the total affordable housing requirement) than Cherwell's 70% requirement.

5.25 The allocation of affordable housing to those in need is a matter of housing policy rather than planning policy. Allocations will be made in accordance with an approach to be agreed between Cherwell District and Oxford City Councils.

5.26 For market housing, it is important to respond to identified needs while recognising that an overall increase in supply will facilitate movement in the housing market and 'free up' housing stock within Oxford and that market conditions will fluctuate.

5.27 A more flexible approach is therefore provided for which will need to take into account the most up to date information on need and market conditions. The mix requirements for as defined by the SHMA 2014 for the Housing Market Area were 5% as one bed roomed houses, 25% two bed roomed houses, 45% as three bed roomed houses and 25% as four plus bed roomed houses.

5.28 The need for key worker housing has been highlighted in the analyses of Oxford's needs. The City Council's Sites and Housing Plan (2011-2016) states that it will "...agree to restrictions on the occupancy of any housing development meant for key workers, including for affordable homes, provided that the affordable homes still meet the definitions of affordable housing..."

5.29 The provision of both affordable and market housing will therefore be expected to include specific provision for key workers. The City Council's definition of a key worker as highlighted in its adopted Sites and Housing Plan⁽⁴⁵⁾ is provided below.

Oxford's Definition of a Key Worker

"...any person who is in paid employment solely within one or more of the following occupations:

- NHS: all clinical staff except doctors and dentists*
- Schools: qualified teachers in any Local Education Authority school or sixth form college, or any state-funded Academy or Free School; qualified nursery nurses in any Oxfordshire County Council nursery school*
- Universities and colleges: lecturers at further education colleges; lecturers, academic research staff and laboratory technicians at Oxford Brookes University or any college or faculty within the University of Oxford*
- Police & probation: police officers and community support officers; probation service officers (and other operational staff who work directly with offenders); prison officers including operational support*
- Local authorities & Government agencies: social workers; occupational therapists; educational psychologists; speech and language therapists; rehabilitation officers; planning officers; environmental health officers; Connexions personal advisers⁽⁴⁶⁾; clinical staff; uniformed fire and rescue staff below principal level*
- Ministry of Defence: servicemen and servicewomen in the Navy, Army or Air Force; clinical staff (with the exception of doctors and dentists)."*

5.30 In the interest of meeting Oxford's identified, unmet housing need and the specific purpose of the Partial Review of the Cherwell Local Plan, only individual self-contained dwellings (use class C3) will be permitted.

5.31 Additionally, in the interest of responding to local housing need and the desire to both increase the variety of housing stock and to increase local employment and training opportunities, scope for community self-build and/or self-finish housing will be expected to be made.

⁴⁶ The national Connexions Service no longer exists. For the purpose of the Partial Review 'Connexions personal advisers' is replaced with 'Careers Advisers registered with the Careers Development Institute'

Policy PR2: Housing Mix, Tenure and Size

The strategic developments provided for under Policies PR6 to PR10 will be expected to meet the following requirements to help meet Oxford's housing needs:

- 1. All housing to be provided as self-contained dwellings (use class C3) only**
- 2. Provision of 80% of the affordable housing as affordable rent/social rented dwellings and 20% as other forms of intermediate affordable homes**
- 3. Delivery of 25 to 30% of the affordable homes as one-bedroomed properties, 30 to 35% as two-bedroomed properties, 30 to 35% as three-bedroomed properties and 5 to 10% as four+ bedroomed properties unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council**
- 4. Delivery of a mix of sizes of market homes to meet current and future needs and to create socially mixed and inclusive communities. The mix of housing is to be agreed with Cherwell District Council in consultation with Oxford City Council having regard to the most up-to-date evidence on Oxford's housing need and available evidence on local market conditions**
- 5. Provision for key workers as part of both the affordable and market housing mix. The provision shall be made in accordance with Oxford City Council's definition of key workers unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council**
- 6. Provision of an opportunity for community self-build or self-finish housing to be agreed with Cherwell District in consultation with Oxford City Council**

The Oxford Green Belt

5.32 Policy ESD14 of the existing Local Plan (2015) seeks to maintain the boundaries of the Oxford Green Belt in order to:

1. Preserve the special character and landscape setting of Oxford
2. Check the growth of Oxford and prevent ribbon development and urban sprawl
3. Prevent the coalescence of settlements
4. Assist in safeguarding the countryside from encroachment
5. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land

5.33 The policy highlights that a 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 Local Plan Part 2 to accommodate high value employment needs as provided for by policy Kidlington 1 of the existing Local Plan (2015). A study has been produced which considers those employment needs and how parcels of land within the two areas of search contribute in meeting Green Belt purposes.

5.34 A separate Green Belt study⁽⁴⁷⁾ has been prepared to consider how sites promoted for development within the Green Belt to meet Oxford's unmet housing needs performed in relation to Green Belt purposes.

5.35 As explained at (paragraph 5.17) we have concluded that there are exceptional circumstances (as required to be demonstrated by national policy) why we need to provide for development in the Green Belt to meet Oxford's unmet housing needs. We have also highlighted that the Planning Inspector who examined the existing Local Plan (2015) had anticipated that a Green Belt boundary review would be required (para. 1.20).

5.36 The results of the two Cherwell Green Belt studies, and a countywide study commissioned by the Oxfordshire Growth Board, have been considered in the interest of understanding the likely impact on the Green Belt of site options, in order to assist the selection of sites, in identifying necessary revisions to the Green Belt boundaries and in requiring developments to be provided in a form that minimises the impact on the Green Belt.

5.37 Policy PR3 seeks to modify the Green Belt boundaries in order to:

1. accommodate the planned development in this Partial Review of the Local Plan in the interest of meeting identified housing need and the achievement of sustainable development;
2. ensure that the Green Belt does not include land which it is unnecessary to keep permanently open
3. ensure that the Green Belt boundaries are clearly defined

4. ensure that the revised Green Belt boundaries are capable of permanently enduring beyond the plan period
5. safeguard land that may be required in the future at a non-strategic level.

5.38 The Oxford Green Belt in Cherwell presently comprises some 8409 hectares of land. Policy PR3 sets out the area of land for each strategic development site that we are removing from the Green Belt to accommodate residential and associated land uses to help meet Oxford's unmet housing needs. In total it comprises 253 hectares of land – a 3% reduction. Consequently, the total area of Cherwell that comprises Green Belt falls from 14.3% to 13.9%.

5.39 In making changes to the Green Belt we need to ensure that clear, permanent boundaries are re-established for the affected areas. This includes safeguarding any land for the future to avoid the need for further changes. All of the land that is being removed from the Green Belt is shown on the Green Belt Plan at Appendix 2. It includes land specifically allocated for residential and ancillary development and that removed to re-establishing permanent Green Belt boundaries. The policies maps show the revised boundaries. There are also a number of other consequential changes required which are explained below and shown on the site policies maps as PR3(a) to PR3(e):

PR3(a) – we are safeguarding this land beyond the Plan period. The triangle of land is situated to the south of the land allocated under policy PR8. In this location the railway line to the east of Yarnton forms a consistent and strong Green Belt boundary down to the A44. PR3(a) is safeguarded for future consideration as it will make little contribution to Green Belt purposes following the development of land east of the A44. The land is not required to meet Oxford's development needs within this Plan period.

PR3(b) – we are removing a small area of land from the Green Belt to the east of Yarnton adjacent to, and to the west of, the railway line. As a result of development to the east of the A44 (policy PR8), the railway line will become the consistent and strong Green Belt boundary at the eastern edge of the development site. There is no need for PR3(b) to be allocated, reserved or safeguarded for development.

PR3(c) – we are removing an area of land from the Green Belt to the south of the A34 to the west of the strategic development site allocated under policy 6b. Following the development of land to the north of Oxford and to the west of Oxford Road, the A34 will form the logical, permanent Green Belt boundary in this location. PR3(c) is not considered to be suitable for residential development but connectivity will be expected through the site to Oxford's Northern Gateway site to the south.

PR3(d) – we are removing the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride from the Green Belt. The development of land in north Oxford to the east of Oxford Road (policy PR6a) results in other land in this area being removed from the Green Belt. Again, the A34 to the north will form the logical, permanent boundary.

PR3(e) – we are removing land from the Green Belt to the north, east and west of Begbroke Science Park to ensure that a logical and permanent Green Belt boundary is established. This is in the context of, and in response to, development to the east of the

A44 (policy PR8) and the conclusion of the Small Scale Green Belt Review⁽⁴⁸⁾ which considers the high value employment needs at Kidlington-Begbroke. The potential extension of the Science Park will be considered further in Local Plan Part 2. Policy PR8 seeks reservation of the land for the potential expansion of the Science Park.

5.40 We are also seeking to enhance the beneficial use of the Green Belt in planning for development through net gains in biodiversity by delivering publicly accessible open space, through the provision of sport and recreation facilities and with the use of green infrastructure. This will also help mitigate the impact of development, protect visual amenity and protect and enhance existing assets.

5.41 It is not the role of the Partial Review to determine whether a wider review of the Oxford Green Belt is required in relation to the future growth of Oxford beyond the plan period. The Oxfordshire Growth Board has agreed (April 2017) the principle of producing a Joint Oxfordshire Plan which would consider these longer term issues.

Policy PR3: The Oxford Green Belt

The Oxford Green Belt boundary in Cherwell District is revised as shown on the Policies Maps and on the Green Belt Plan at Appendix 2

Within the allocated strategic development sites, the areas of land removed from the Green Belt are as follows:

Policy PR6a - removal of 32.1 hectares of land as shown on inset Policies Map PR6a

Policy PR6b - removal of 31.6 hectares of land as shown on inset Policies Map PR6b

Policy PR7a - removal of 10.8 hectares of land as shown on inset Policies Map PR7a

Policy PR7b - removal of 4.3 hectares of land as shown on inset Policies Map PR7b

Policy PR8 - removal of 111.8 hectares of land as shown on inset Policies Map PR8

Policy PR9 - removal of 17.7 hectares of land as shown on inset Policies Map PR9

In addition, the following land is removed from the Green Belt and safeguarded beyond the Plan period:

(a) 7.8 hectares of land east of the A44 and north-west of the railway line (to the south of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8)

The following land is removed from Green Belt:

(b) 0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8)

(c) 11.8 hectares of land south of the A34 and west of the railway line (to the west of the strategic development site allocated under policy PR6b as shown on inset Policies Map PR6b)

(d) 9.9 hectares of land comprising the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride (as shown on inset Policies Map 6a)

(e) 14.7 hectares of land to north, east and west of Begbroke Science Park (as shown on inset Policies Map PR8).

In order to compensate for loss of Green Belt land, development proposals on land to be removed from the Green Belt will be required to contribute to improvements to the environmental quality and accessibility of land remaining in the Green Belt, as detailed in the strategic site allocation policies.

Transport Infrastructure

5.42 Policy SLE4 of the existing Local Plan (2015) supports an overall strategy where growth is directed to the most sustainable locations in Cherwell, facilitates the use of sustainable modes of transport and encourages measures which help reduce greenhouse gas emissions.

5.43 The policy requires new development to provide contributions to mitigate transport impacts and favours the implementation of proposals in the Oxfordshire Local Transport Plan (LTP)⁽⁴⁹⁾ which provides for the delivery of key transport infrastructure and increased use of sustainable transport.

5.44 The Partial Review locates growth close to Oxford to minimise the impact of vehicle trips on the road network. It focuses on improving non-car travel options, safety of movement and improved journey times for existing residents, key employment locations and new residents.

5.45 The road network around north Oxford suffers from high levels of traffic congestion and delay exacerbated by major road and rail intersections. Oxford is covered by a city-wide Air Quality Management Area (AQMA) supported by a Management Plan intending to improve city-wide low air quality and congestion by prioritising sustainable transport measures. Within south Cherwell, a small section of the Bicester Road at the edge of Kidlington is also designated as an AQMA.

5.46 As explained in section 3, the Oxford Transport Strategy (part of the Local Transport Plan) responds to these issues with proposed 'Rapid Transit' routes including improved and priority bus services (including electric vehicles), a new Park and Ride facility at the Woodstock/A44 roundabout and an extension of the Water Eaton Park and Ride next to Oxford Parkway Railway Station.

5.47 Traffic modelling suggests that under the highway circumstances that existed in 2013, the 4,400 new homes we are planning for would increase car journeys by 1.3-1.4% - a relatively small percentage change but one that must be seen in the context of a wider picture of existing traffic congestion and delay experienced on the network. Our development strategy provides the opportunity to reduce this percentage and to help deliver the transport changes provided for by the Oxford Transport Strategy in the interest of reducing the proportion and overall number of car journeys.

5.48 One of the aims of the Local Transport Plan is that: *'most new development in Oxfordshire will be located where it can be served by existing high quality public transport services, especially the designated Rapid Transit, Rail and Premium bus routes, and close to our main transport hubs and interchanges'*.

5.49 In accordance with the Local Transport Plan and the National Planning Policy Framework (NPPF), the Partial Review seeks to make the fullest possible use of public transport, walking and cycling, and focuses development in locations which are, or can be made, sustainable. It will deliver exemplar sustainable communities close to Oxford and well-connected to key employment locations and services and facilities within the city as well to other locations of mutual economic interest – the University Science Park, London-Oxford Airport and Langford Lane, Kidlington – all accessible by sustainable transport with the potential for sustainable transport improvements.

5.50 Locating new development elsewhere in Cherwell (further away from Oxford) would not help minimise the significant number of vehicular trips generated by jobs in Oxford nor provide the same opportunity to assist with the delivery of the Oxford Transport Strategy. Increased congestion would be likely as there would be fewer opportunities for higher levels of walking, cycling and public transport use from new residential developments.

5.51 The development sites we have identified relate well to main roads leading into Oxford – the A44 and the A4165 and existing bus routes serving the city centre. They also relate well to the Oxford Parkway Railway Station and existing Water Eaton and Peartree Park and Ride facilities. The development of sites along these corridors makes use of existing services and provides the opportunity to build upon the current high level of use of sustainable transport. 20-25% of trips to work are presently made on foot or by cycle in areas near Oxford with a similar percentage using public transport for daily commuting.

5.52 The County Council's A44/A4260 Corridor Study builds upon the Local Transport Plan objectives for Rapid Transit, bus, cycle and pedestrian movements and considers the feasibility of options along and across the two corridors for prioritising sustainable transport measures. It follows work on a Kidlington Framework Masterplan, adopted by the Council as a Supplementary Planning Document, which identified the planning challenges facing the centre of Kidlington.

5.53 The Kidlington Framework Masterplan notes, *“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”*

5.54 The Masterplan describes how character of the A4260 reflects its strategic highway function and contrasts this with the village centre and residential environments on either side of the road. The character of the road is influenced by slip lanes, central reservations, service roads, a lack of street enclosure, limited pedestrian crossing points and congestion at peak hours. It also describes how cycling infrastructure is piecemeal with junctions on to the A4260 and parking on southern service roads creating hazards.

5.55 The Masterplan also highlights that Sustrans, the national sustainable transport organisation, suggests that there is a good case for having a 20 mph speed limit through Kidlington to increase safety and encourage cycling.

5.56 Sustrans notes that the A44 (Woodstock Road) is also a designated cycle route but that its appeal to cyclists is presently limited. It advises 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.

5.57 Sustrans advises 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 Cutteslowe Roundabout could help to complete an improved route between Kidlington and Oxford.

5.58 The Masterplan notes that Langford Lane, with its strategic employment locations, is an important movement corridor which currently has no formal cycle provision between the A44 and the A4260 which could be addressed by improvement schemes possibly including a formalised crossing of the A44.

5.59 The A44/A4260 Corridor Study explores these issues further. It focuses on measures to assist the implementation of Rapid Transit proposals (designated, high-quality bus routes), improved traffic management and maximising the opportunities for the use of sustainable public transport, cycling and walking. In particular, it takes account of the potential to re-route private through traffic wishing to access Oxford away from central Kidlington to the A44 via Upper Campsfield Road and the proposed new Park and Ride facility at the A44/Woodstock roundabout.

5.60 The study notes the potential of the A4260 (Oxford Road) to become a more local route serving Kidlington village centre but also the main Rapid Transit route into Oxford. The Rapid Transit route would connect the new Park and Ride to Kidlington via the A44 and Langford Lane. The route has potential to lower traffic speeds within Kidlington to make cycling more favourable. There is potential for a 'Super Cycle way' through the village on to Oxford connected to the existing segregated cycleway on the western side of the A44 which runs between Oxford and Woodstock via Sandy Lane.

5.61 This Plan seeks to respond to these issues by:

1. integrating the County Council's sustainable transport proposals into the planning of new development
2. assisting with the implementation of Rapid Transit proposals and the delivery of new infrastructure and facilities for cycling, walking and wheelchair users
3. reducing traffic impacts including on air quality
4. improving priority for pedestrians, cyclists and wheelchair users
5. helping to improve connectivity between Kidlington, existing employment areas, Begbroke and Yarnton
6. helping to achieve improvements to the routing of traffic and traffic management
7. improving the quality and usability of connections to Oxford
8. planning for a more integrated network for pedestrians, cyclists and wheelchair users
9. helping to deliver sustainable transport improvements through the centre of Kidlington in a way that will achieve improvements to the central Kidlington and the public realm

5.62 More specifically, with the County Council, we are seeking to help deliver:

1. a bus Rapid Transit route along the A4260/Banbury Road corridor into Oxford supported by a dedicated (segregated) Super Cycleway into Oxford (over the A34)

2. a linear 'greenway' through Land East of the A44 (policy PR8) along Sandy Lane to connect new housing/community facilities with the A4260 (and Super Cycle way) via a pedestrian/cycle bridge over the railway line. This is further supported by improvements and new provision of Shared Use Paths along the A44 enabling good cycling and pedestrian connections.
3. pedestrian, cycle and wheelchair bridges over the Oxford Canal to enable connections between the proposed sites, public rights of way and Kidlington
4. the introduction of bus priority measures including the modification of the A44/Langford Lane junction
5. improved cycling, walking and wheelchair connectivity with Oxford including with the City Council's Northern Gateway site
6. high-quality public transport, cycling, pedestrian and wheelchair routes networks within development sites integrated with green infrastructure

5.63 We will continue to work with Network Rail, rail service providers and the County Council to explore the feasibility of a new station and services to Oxford in the Kidlington/Begbroke area that further reduces the reliance on private car.

5.64 We will also continue to work with Highways England, the County Council, the Oxfordshire Local Enterprise Partnership, the National Infrastructure Commission and other partner authorities to deliver schemes to improve the strategic highway network including for key junctions and traffic management of the A34. The economic growth of Oxfordshire and the implications of cross-regional growth require cooperation and coordination on continuous basis. Examples of such projects include the suggested A40–A44 link road included in the Local Transport Plan and the Oxford to Cambridge Expressway.

5.65 Policies PR4a and PR4b below together with the spatial strategy in the existing Local Plan (2015) aim to reduce the need to travel and provide travel choices which will enable people to use sustainable modes of transport. Site specific transport measures are identified in Policies PR6a, PR6b, PR7a, PR7b, PR8, PR9, and PR10.

5.66 The Infrastructure Schedule in Appendix 4 identifies measures to improve the road network and sustainable transport initiatives supporting the growth identified in the Local Plan.

Policy PR4a: Sustainable Transport

The strategic developments provided for under Policies PR6 to PR10 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport. Where necessary, the provision of land will be required to support the implementation of relevant schemes set out in the Local Transport Plan 4 (including the Oxford Transport Strategy), the A44/A4260 Corridor Study and Local Plan Partial Review Transport Mitigation Assessment. These schemes shall include:

(a) improved bus services and facilities along:

i. the A44/A4144 corridor linking Woodstock and Oxford

ii. the A4260/A4165 (Oxford Road) linking Kidlington, Gosford, Water Eaton and Oxford

iii. Langford Lane

(b) the enhancement of the off-carriageway Cycle Track/ Shared Use Path along the western side of the A44 and the provision of at least one pedestrian and cycle and wheelchair crossing over the A44

(c) the prioritisation of the A44 over the A4260 as the primary north-south through route for private motor vehicles into and out of Oxford

(d) improved rapid transit/bus services and associated Super Cycleway along the A4260 into Oxford

(e) improvements to the public realm through the centre of Kidlington associated with (d) above

(f) the provision of new and enhanced pedestrian, cycling and wheelchair routes into and out of Oxford.

Policy PR4b: Kidlington Centre

Proposals to support sustainable transport improvements and associated infrastructure, to reduce private motorised through traffic along the A4260 in Kidlington and improve the built and natural environment along this corridor which are consistent with the themes and objectives of the adopted Kidlington Masterplan SPD will be supported.

A Connected Green Infrastructure

5.67 A connected green infrastructure network is an integral part of our vision, of what we must achieve in providing additional development. The provision of green infrastructure involves:

1. making the most of existing 'natural' assets (including the water environment)
2. maximising the opportunity to appropriately connect these assets
3. creating wildlife movement corridors
4. enhancing biodiversity
5. integrating with other planning requirements such as:
 - i. the provision of open space and outdoor sport facilities
 - ii. creating routes for pedestrians, wheelchair users, cyclists and horse riders
 - iii. helping to assist with the control of pollution
 - iv. responding to climate change
 - v. creating high-quality built and natural environments, and
 - vi. protecting heritage assets.

5.68 Green infrastructure provides opportunities for recreation and public access. It can assist with drainage and in the provision of transport infrastructure. It can be used to improve visual amenity and to protect enhance the landscape. Green infrastructure can be used in local food production whether through private or community allotments, orchards or wild plants. It can be provided to meet a specific purpose such as the protection of individual species or to assist with the multi-functional use of land.

5.69 In this Plan we are seeking to deliver green infrastructure in order to:

1. protect existing wildlife and biodiversity
2. achieve net gains in biodiversity at a site specific and Plan level
3. help compensate for the loss of Green Belt
4. make more positive use of the Green Belt and the best use of land generally
5. improve the quality of place making and the siting, design, appearance and landscaping of new development
6. improve appropriate access to the countryside and to areas of open space

7. make the most appropriate use of, and to connect, 'green' assets and the Oxford Canal
8. protect and enhance existing designated areas such as Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife Sites and to create new opportunities for additional areas to be provided
9. achieve maximum connectivity between development sites
10. achieve multi-functional use of green infrastructure and spaces.

Policy PR5: Green Infrastructure

The strategic developments provided for under Policies PR6 to PR10 will be expected to protect and enhance green infrastructure (GI) and incorporate green assets and the water environment into the design approach for each site. Provision will be expected to be made on site. Financial contributions in lieu of on-site provision will only be allowed in exceptional circumstances and where it is agreed that it will not be possible to provide on-site net biodiversity gains.

Applications will be expected to:

- (1) Identify existing GI and its connectivity and demonstrate how this will, as far as possible, be protected and incorporated into the layout, design and appearance of the proposed development
- (2) Show how existing and new GI will be connected including the opportunities for off-site connectivity and improvement
- (3) Show how restored or re-created habitats can be accommodated into the development and how biodiversity will be improved
- (4) Show how existing trees will be protected and the opportunities for planting new trees
- (5) Demonstrate the opportunities for improving the existing and proposed built and natural landscape through the provision of GI and for the protection or enhancement of the historic environment
- (6) Demonstrate how GI will be provided along movement corridors (including for motor vehicles, pedestrians, cycles and wheelchairs) and to benefit the provision of informal and formal open space, play areas and gardens
- (7) Demonstrate how the provision of GI will assist in the beneficial use and permanence of the Green Belt
- (8) Demonstrate where multi-functioning GI can be achieved
- (9) Provide details of how GI will be maintained and managed.

North Oxford

5.70 The northern fringe of Oxford includes neighbourhoods either side of the A4165 Oxford/Banbury Road - the main arterial route into north Oxford from Kidlington to the north.

5.71 To the east is the residential area of Cutteslowe, an inter-war development including detached and semi-detached properties and areas of more recent higher density development. At the eastern edge of the built-up area is Cutteslowe Park with sports pitches and pavilions, play areas, miniature golf and railway, a skate park, significant wildlife areas and community woodland. The Park is home to a number of sports clubs (hockey, tennis and football) and hosts regular community events. Cutteslowe extends southward to the A40. To the south of the A40 are the Sunnymead and Summertown areas in which are a wide range of services and facilities including Primary and Secondary Schools and a busy neighbourhood centre.

5.72 The edge of Cutteslowe marks the boundary between Oxford and Cherwell. To the north and east is open agricultural land leading eastwards, to the Grade II* Listed St. Frideswide Farmhouse (and Listed wall) and on into the River Cherwell valley, and northwards, to the new (2015) Oxford Parkway Railway Station, Water Eaton Park and Ride and the A34 trunk road. There are train and regular bus services into central Oxford. This transport infrastructure and the existing built-up area of Oxford are strong urbanising influences.

5.73 The arable fields to the east of the A4165 are large with weak boundaries, creating an open, exposed landscape but becoming more intricate further into the Cherwell Valley beyond St. Frideswide Farmhouse. There are views out to the wider countryside and higher ground across the valley. The village of Islip (to the east) and Oxford's John Radcliffe Hospital (south-east) are prominent.

5.74 To the west of the A4165 are residential neighbourhoods built during the second half of the 20th century, Jordan Hill Business Park, Wolvercote Cemetery and a Recreation Ground. The heavily treed and historic North Oxford Golf Club lies within Cherwell. It comprises some 31 hectares of land and operates with the benefit of a rolling lease from the University colleges.

5.75 Immediately to the west is the Oxford-Bicester railway line over which is a footbridge connecting to a relatively small area of agricultural land between the railway and the A34. That land connects to Oxford's Northern Gateway development area immediately to the south. National Cycle Network Route 51 runs along the A4165.

5.76 The southernmost edge of Cherwell to the south of the A34 therefore has the perception of being part of Oxford. The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanising influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

5.77 The area's immediate relationship with Oxford provides the most sustainable opportunity to create a new gateway neighbourhood either side of the A4165 Oxford Road with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to integrate with the existing north Oxford communities.

5.78 Although development in this area will result in the loss of agricultural land and a golf course, some landscape and heritage impact and the loss of/harm to Green Belt, we consider that first, the benefits of developing in this area far outweigh the those adverse effects and second, that the developments can be provided in a form that minimises the impacts, secures mitigation and achieves social, environmental and economic benefits.

5.79 The development of land to the east of the A4165 (Oxford Road) will result in a considerable reduction in the settlement gap between Oxford and Kidlington and will also weaken the justification for retaining the Green Belt status of the Park and Ride site. However, there is a clear opportunity to provide an urban extension for Oxford with very high levels of sustainability in transport terms and that results in a community integrated with Oxford and with access to potential jobs and amenities.

5.80 Development can be provided while avoiding the more sensitive landscape of the Cherwell Valley, planning for a soft urban edge to the east, protecting the Grade 2* Listed St Frideswide Farmhouse and the existing public rights of way, providing for an extension to Cutteslowe Park, integrating with the existing built environment and creating green infrastructure so that it helps achieve high-quality development, net gains in biodiversity and clearly defined, permanent Green Belt boundaries. The land is available and deliverable.

5.81 The historic golf course to the west of the A4165 (Oxford Road) presently provides a recreation facility for Oxford. It comprises an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington.

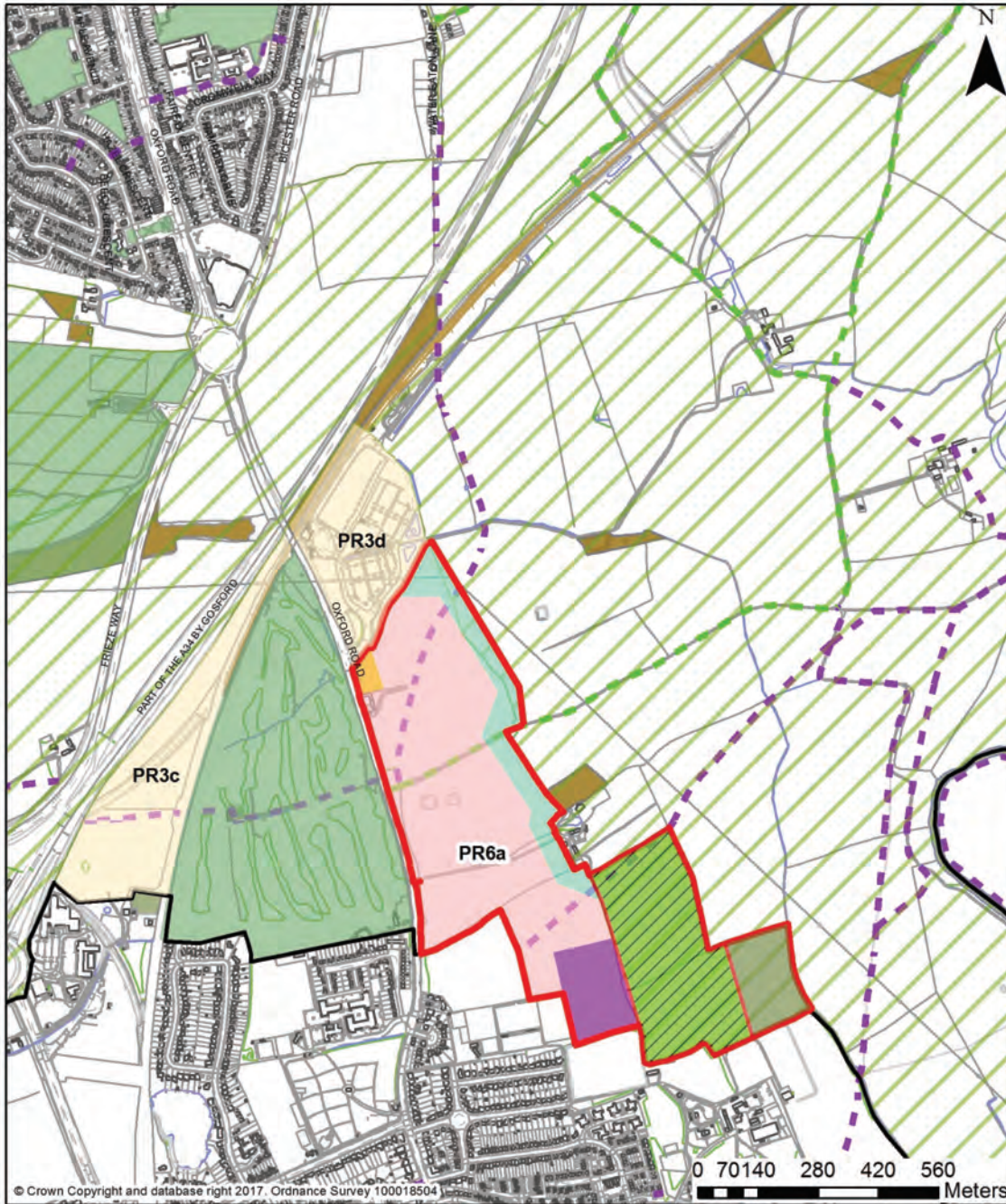
5.82 However, there is a pressing need to provide homes for Oxford and the land is also being made available by Oxford University colleges. The existing urbanising influences and the clear opportunity to develop a consolidated new neighbourhood to the north of Oxford, with the opportunity for connectivity to the Northern Gateway development site, to the proposed development to the east of Oxford and to the Oxford Parkway railway station, outweigh the loss of this area as a buffer.

5.83 We consider that a lower density approach on this site will enable important features of this mature, albeit artificial landscape can be retained and incorporated as part of a wider green infrastructure approach which will help mitigate the impact of development and maintain the appearance of a treed landscape. Exeter College, one of the owners of the golf course, also own land immediately north of the A34. This provides a deliverable opportunity to provide a comparably sized replacement course nearby should the need for this be demonstrated while retaining that land within the Green Belt.

5.84 Our policies for developing a new North Oxford neighbourhood are set out below. There is an opportunity to connect the whole of this area comprehensively with pedestrian, cycling and wheelchair routes, direct links to Northern Gateway, Wolvercote and Cutteslowe and to support development with highly sustainable public transport accessibility including improvements in the interest of delivering the Oxford Transport Strategy.

5.85 Design principles which seek to deliver a connected and integrated urban extension to Oxford will be required. It will be necessary to have regard to adopted Development Plan policies for design and the built environment for both Cherwell and Oxford, to the emerging Cherwell Design Guide Supplementary Planning Document (SPD) and to Oxford City Council's SPD - High Quality Design in Oxford - Respecting Heritage and Achieving Local Distinctiveness. A requirement for a Development Brief will be used to secure an agreed design approach.

Policy PR6a - Policies Map - Land East of Oxford Road



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Key			
	Land East of Oxford Road		Green space
	Residential		Parkland
	Local Centre		Existing Green Space
	Primary School Use		Ancient Woodland
	Policy PR3		BAP Habitat
	Revised Green Belt		Public Footpath
	Conservation Target Areas		Oxford Canal Trail
			Restricted Byways
			Public Bridleway
			Byway Open to all Traffic
			Cherwell District

Policy PR6a - Land East of Oxford Road

An urban extension to Oxford city will be developed on 48 hectares of land to the east of Oxford Road as shown on inset Policies Map PR6a. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 650 dwellings (net) on approximately 24 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 40 dwellings per hectare**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. The provision of a primary school with at least three forms of entry on 3.2 hectares of land in the location shown**
- 4. The provision of a local centre on 0.5 hectares of land in the location shown unless the location is otherwise agreed with Cherwell District Council. The Local Centre shall include provision for local convenience retailing (use class A1 - no more than 500 square metres net floorspace and no less than 350 square metres), ancillary business development (use class B1(a) only) and/or financial and professional uses (use class A2); a café or restaurant (use class A3); the provision of a community building to required standards providing the opportunity for social and childcare facilities, the opportunity for required health facilities to be provided and provision for required emergency services infrastructure**
- 5. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area**
- 6. The provision of public open green space as an extension to Cutteslowe Park on 11 hectares of land in the location shown and including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school**
- 7. The creation of a green infrastructure corridor on 8 hectares of land incorporating a pedestrian, wheelchair and all-weather cycle route along the site's eastern boundary as shown. The route will connect Cutteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with the public rights of way network**
- 8. The retention of 3 hectares of land in agricultural use in the location shown**

Planning Application Requirements

- 9. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the**

landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

10. The Development Brief shall include:

- (a) A scheme and outline layout for delivery of the required land uses and associated infrastructure**
- (b) Points of vehicular access and egress from and to existing highways, primarily from Oxford Road**
- (c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to Cutteslowe Park, to the allocated site to the west of Oxford Road (policy PR6b) enabling connection to Oxford City Council's allocated 'Northern Gateway' site, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of connection off-site and to existing or potential public transport services.**
- (d) Protection and connection of existing public rights of way and an outline scheme for pedestrian and cycle access to the surrounding countryside**
- (e) Design principles which seek to deliver a connected and integrated urban extension to Oxford and which respond to historic setting of the city**
- (f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (11) below**
- (g) The sites for the required school and the Local Centre**
- (h) An outline scheme for vehicular access by the emergency services**

11. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) to be agreed with Cherwell District Council

12. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:

- (a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction**
- (b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development**
- (c) demonstration that designated environmental assets will not be harmed, including that there will be no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts**

(d) measures for the protection and enhancement of existing wildlife corridors

(e) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees

(f) measures to minimise light spillage and noise levels on connective features and other habitat features of biodiversity value

(g) The protection of the orchard and waterbody adjoining the site at St. Frideswide Farm

(h) Farmland bird compensation

(i) Proposals for long-term wildlife management and maintenance including for the wildlife habitats accessible from the primary school

(j) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs

13. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of the watercourse that forms the south-eastern boundary of the site and Hedgerow Regulations Assessment

14. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

15. The application shall be supported by a Heritage Impact Assessment which will include measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse

16. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation, and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run-off rates to greenfield run-off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's.

17. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network

18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures.

19. The application(s) shall include proposals for securing the long-term use, management and maintenance of the community building, formal sports provision and play areas

20. The application(s) shall include proposals for securing the use, management and maintenance of the public open green space / extension to Cuttelowe Park and agricultural land in perpetuity

21. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year

22. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

Place shaping principles

23. A layout, design and appearance for a contemporary urban extension to Oxford city that responds to the 'gateway' location of the site, is fully integrated and connected with the existing built environment, maximises the opportunity for sustainable travel into Oxford, provides a high-quality, publicly accessible and well connected green infrastructure and ensures a sensitive relationship with the site's Cherwell Valley setting

24. The provision of a landscaped green infrastructure corridor at the eastern settlement edge which links Cutteslowe Park to Oxford Parkway, minimises the visual and landscape impact of the development, creates an appropriate setting to the Listed St. Frideswide Farmhouse and Wall, and provides a clear distinction between the site and the Green Belt

25. The provision of connecting green infrastructure corridors running east-west across the site

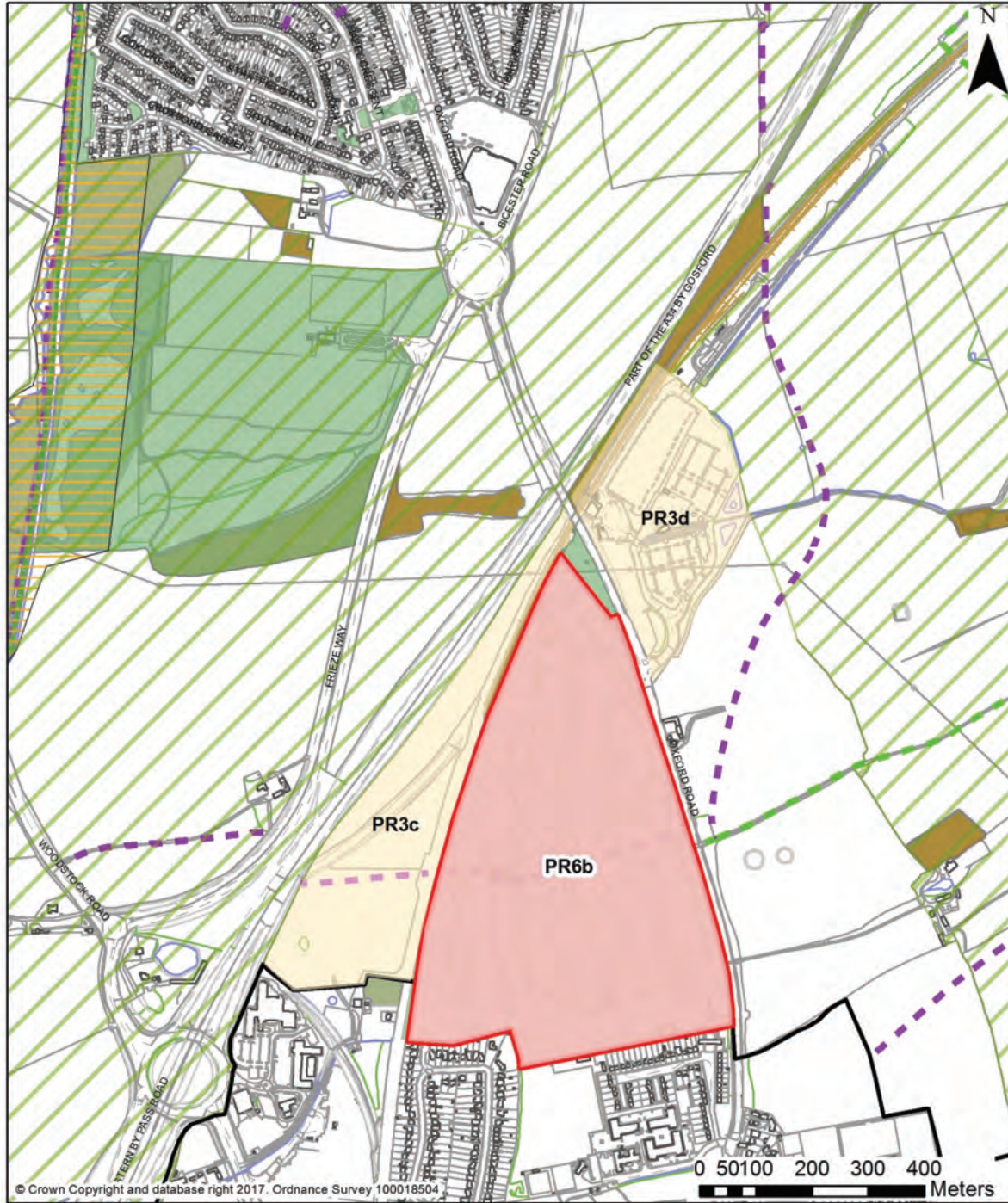
26. The provision of an active frontage along Oxford Road while maintaining a well treed streetscape

27. The public open green space/extension to Cutteslowe Park and agricultural land to be kept free of buildings to avoid landscape impact

28. The location of archaeological features, including the tumuli to the east of the Oxford Road, should be made evident in the landscape design of the site

29. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Policy PR6b - Policies Map - Land West of Oxford Road



Key			
	Land West of Oxford Road		Conservation Target Areas
	Residential		BAP Habitat
	Policy PR3		Oxford Canal Trail
	Revised Green Belt		Existing Green Space
	Restricted Byways		Public Footpath
	Byway Open to all Traffic		Public Bridleway
	Ancient Woodland		Cherwell District

Policy PR6b - Land West of Oxford Road

An urban extension to Oxford City will be developed on 32 hectares of land to the west of Oxford Road as shown on inset Policies Map PR6b. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

1. Construction of 530 dwellings (net) on 32 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 25 dwellings per hectare.
2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework
3. Proportionate financial contributions to the delivery of the local centre services and facilities and school on Land to the East of Oxford Road (Policy PR6a) in accordance with adopted standards
4. Land to be reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site to make it wheelchair and cycle accessible and so improve links to Oxford City's allocated 'Northern Gateway' site
5. Provision for required emergency services infrastructure
6. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area

Planning Application Requirements

7. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.
8. The Development Brief shall include:
 - (a) A scheme and outline layout for delivery of the residential development and associated infrastructure
 - (b) Points of vehicular access and egress from and to existing highways

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to the allocated site to the east of Oxford Road (policy PR6a) enabling connection to Cutteslowe Park, to provide accessibility to Oxford City Council's allocated 'Northern Gateway' site from Oxford Road, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of connection off-site and to existing or potential public transport services.

(d) The protection of existing public rights of way and an outline scheme for pedestrian and cycle access to the surrounding countryside

(e) Design principles which seek to deliver a connected and integrated urban extension to Oxford and which respond to the historic setting of the city

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (9) below

(g) An enhanced area of woodland along the northern boundary of the developable area to provide a clear distinction between the site and the Green Belt to the north

(h) An outline scheme for vehicular access by the emergency services

9. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council

10. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction. Measures for off-site biodiversity offsetting if a net gain within the site is shown to be unviable

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development

(c) a scheme identifying significant trees, areas of woodland and hedgerows for retention and protection, and those for removal to be agreed with the Council and for the incorporation of mature trees into the public realm or private gardens

(d) demonstration that designated environmental assets will not be harmed, including no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts

(e) measures for the protection and enhancement of wildlife corridors including linear woodland and scrub, along the boundary with the railway line and existing water habitats

(f) measures to minimise light spillage and noise levels on habitats especially along wildlife corridors

(g) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs

(h) the creation of a green infrastructure network with connected wildlife corridors within the site and the improvement of the existing network

(i) proposals for wildlife compensation from the loss of trees and wildlife management and maintenance

(j) examination of the opportunity to provide wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Brake District Wildlife Site

11. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies

12. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

13. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures

14. The application shall be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level I Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Level I SFRA.

15. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

16. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision, play areas and other informal open space

17. The application shall be supported by sufficient information to demonstrate that the tests contained in paragraph 74 of the NPPF are met to enable development of the golf course

18. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement

19. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year.

20. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

21. A programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course (under policy PR6c) before development of land west of Oxford Road commences, or the submission of evidence to demonstrate that a replacement course is not required

Place shaping principles

22. A layout, design and appearance for a contemporary urban extension to Oxford city that responds to the 'gateway' location of the site, is fully integrated and connected with the existing built environment, maximises the opportunity for sustainable travel into Oxford, provides high-quality, publicly accessible and well connected green infrastructure and maintains a well treed landscape to reflect the historic use of the site and protect biodiversity

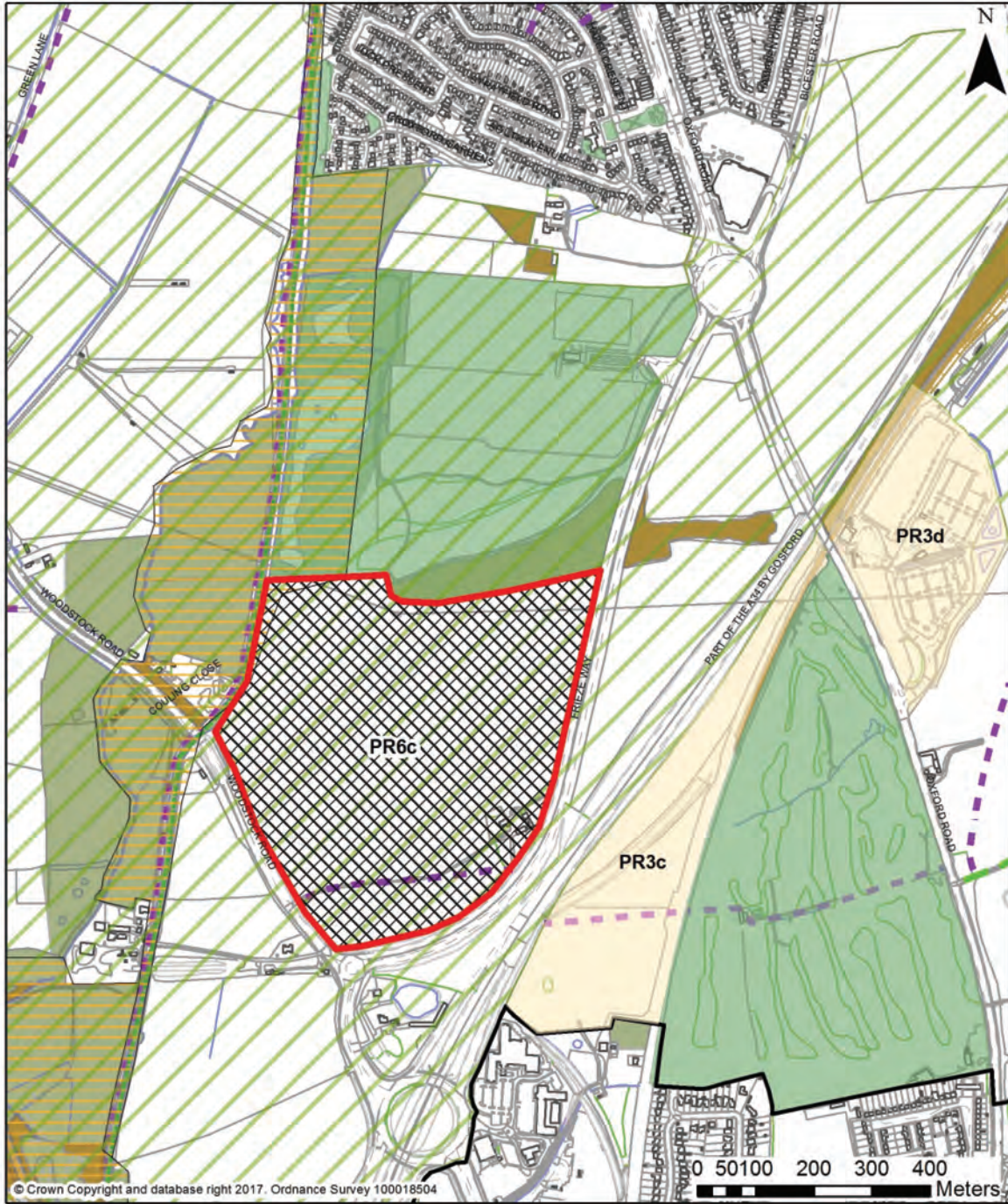
23. The establishment of a connecting pedestrian, cycle and wheelchair accessible route from Oxford Road to the point of the existing footbridge on the western boundary of the site to enable linkages with the wider area including the Northern Gateway site

24. The provision of an active frontage along Oxford Road while maintaining a well treed streetscape

25. The accommodation of larger plots and wider streets to accommodate the mature trees of the former golf course and ensure a well-treed character for the new development

26. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Policy PR6c - Policies Map - Land at Frieze Farm



Key			
	Reserved site for replacement for Golf Course		Oxford Canal Trail
	Policy PR3		Public Footpath
	Revised Green Belt		Public Bridleway
	Conservation Target Areas		Ancient Woodland
			BAP Habitat
			Restricted Byways
			Byway Open to all Traffic
			Cherwell District

Policy PR6c – Land at Frieze Farm

Land at Frieze Farm will be reserved for the potential construction of a golf course should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b.

The application will be expected to be supported by, and prepared in accordance with, a Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council and in consultation with Oxfordshire County Council.

The Development Brief shall incorporate design principles that respond to the landscape and Green Belt setting and the historic context of Oxford.

Kidlington

5.86 We have explained the close relationship that exists between Kidlington and Oxford –geographically, socially and economically (Section 3.2). Located immediately north of Oxford, and well-connected to the city by public transport, the Oxford Parkway Railway Station is situated between Kidlington and Oxford. As Cherwell’s third urban area, Kidlington has its own village centre, employment areas, schools and other community facilities. The Kidlington Framework Masterplan emphasises the importance of maintaining Kidlington as a distinctive community with its own identity.

Kidlington Framework Masterplan – 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.

5.87 The Masterplan highlights the importance of the River Cherwell and Oxford Canal as important green infrastructure corridors for biodiversity and human movement connecting Kidlington towards Oxford and giving access to the wider countryside beyond. It describes how the village has a high-quality and varied landscape setting and a number of important areas of ecological value such as the Rushy Meadows Site of Special Scientific Interest and Stratfield Brake District Wildlife Site, in addition to the river and canal corridors. It notes that the Green Belt has served to prevent urban sprawl and coalescence.

5.88 The Masterplan highlights the need for improved connectivity between the built-up area of Kidlington and nearby employment areas and to reduce the highways dominance of Oxford Road (A4260) while integrating planned improvements to public transport in line with the County Council’s Oxford Transport Strategy. Having examined existing provision for sport and recreation and consulted widely, the Masterplan notes that the facilities at Stratford Brake Sports Ground are at capacity and that there are ‘...clear aspirations for further improvements to the quality of the open space, sport and recreation provision at Kidlington’, without loss to existing facilities.

5.89 Two areas of land to the south of Kidlington provide the opportunity to provide homes in locations very well related to Oxford while helping to achieve some of the Masterplan’s objectives.

5.90 To the south east of Kidlington, to the east of Bicester Road and to the west of the A34, an affordable housing scheme was developed in 2009 for 36 affordable homes. Since then a small cemetery and allotments have been developed. We consider that there is an opportunity to provide additional homes in this location while retaining an important Green Belt gap and without compromising the identity of Kidlington. A clearly defined field boundary marks the extent of the area that is identified for development.

5.91 To the south of the identified area for housing, there is an opportunity to provide much needed sports facilities as identified by the Masterplan and a substantial gain in net biodiversity including through tree planting. Whilst there would be some weakening of the Green Belt in this area, the sports pitches will remain in the Green Belt and enable positive use of that land. This would avoid the potential vulnerability to unanticipated housing development should there be a housing supply shortage at some point in the future.

5.92 To the west of the A4260 Oxford Road, abutting the southern edge of Kidlington, is Stratfield Farm. The land lies between the existing built-up area to the north and Stratfield Brake Sports Ground to the south and extends from Kidlington roundabout in the east to the Oxford Canal in the west. The canal corridor is a Conservation Area. On its western side is the allocated site 'Land east of the A44' (policy PR8).

5.93 The westernmost section of the site alongside the canal comprises part of the Lower Cherwell Valley Conservation Target Area (CTA). A strong hedgerow still separates this area from the remainder of the site. CTAs were identified to restore biodiversity through the maintenance, restoration and creation of nationally defined priority habitats. They seek to address habitat fragmentation through the linking of sites to form strategic ecological networks which can help species adapt to the impact of climate change. CTAs represent the areas of greatest opportunity for strategic biodiversity improvement in the District.

5.94 The eastern part of the site is the least constrained in terms of accommodating development and is accessible from the A4260 and Kidlington (A4260/A44) roundabout slip road. A northern and central part of the site has the potential to connect to Croxford Gardens, a suburban residential street within the 'Garden City' area of Kidlington. Towards the centre of the site is the Grade II listed Stratfield Farmhouse. The farmhouse and its out-buildings are generally in a poor state of repair and the allocation of this site will ensure the renovation of these buildings and their long term future.

5.95 The farmhouse looks south across land planted as a traditional protected orchard which forms an important part of its historic setting. To the west of the farmhouse is an area of trees protected by a Tree Preservation Order. Until very recently, the more central areas of the site had long established hedgerows but these have substantially been removed.

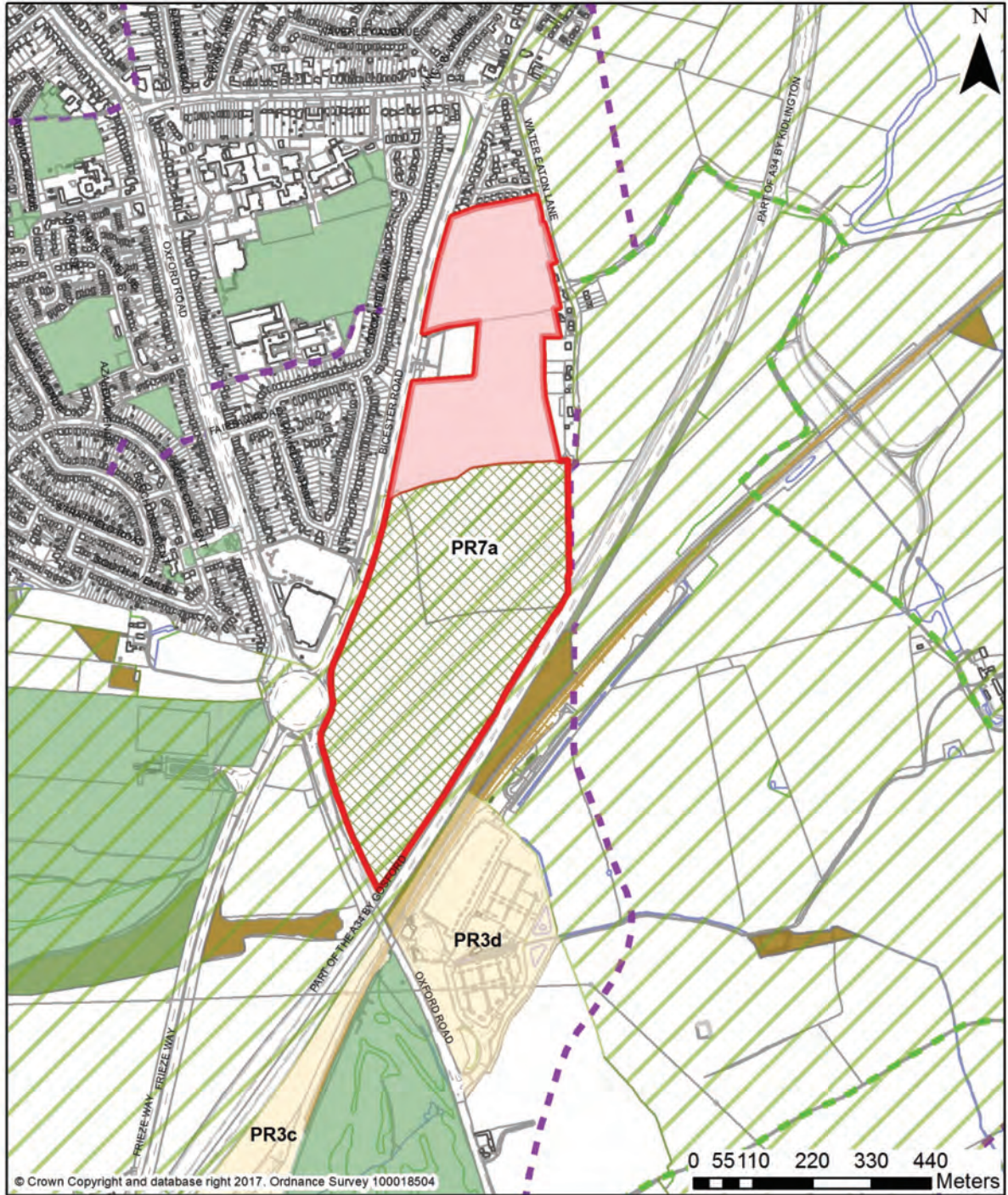
5.96 We consider that only limited areas of the site should be developed to ensure that the following is achieved:

1. The provision of a public pedestrian, cycle and wheelchair route through the site for recreational use, connecting the A4260 with land on the western side of the Oxford Canal (also proposed for allocation) and supported by the provision of a pedestrian, cycle and wheelchair bridge over the canal and a green infrastructure corridor
2. Retention of the part of the site within the Conservation Target Area as an undeveloped area with net biodiversity improvement
3. Preservation and enhancement of the Oxford Canal Conservation Area
4. Net biodiversity improvements across the site including through the restoration and improvement of hedgerow habitats and the establishment of new green infrastructure
5. The protection and extension of the existing orchard

6. The protection of existing 'green' assets and the water environment
7. The opportunity to extend Stratfield Brake District Wildlife Site (managed by the Woodland Trust) into the site
8. A sensitive transition from the built-up edge of Kidlington to the wildlife site, the sports ground and the canal corridor

5.697 Overall, we consider that at the southern side of Kidlington, there is an opportunity to provide housing to help meet Oxford's needs so that it contributes significantly to the overall vision, provides benefits for the local community and achieves positive use of land within the Green Belt.

Policy PR7a - Policies Map - Land South East of Kidlington



Key			
	Land South East of Kidlington		Revised Green Belt
	Residential		Ancient Woodland
	Outdoor Sports Provision		Existing Green Space
	Policy PR3		BAP Habitat
			Public Footpath
			Public Bridleway
			Restricted Byways
			Byway Open to all Traffic
			Cherwell District

Policy PR7a – Land South East of Kidlington

An extension to Kidlington will be developed on 32 hectares of land to the east of Bicester Road as shown on inset Policies Map PR7a. Development proposals will be permitted if they meet the following requirements:

Key delivery requirements

- 1. Construction of 230 dwellings (net) on 11 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 35 dwellings per hectare.**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. The provision of 0.7 hectares of land within the developable area for an extension to Kidlington Cemetery.**
- 4. The provision of 21.5 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt**
- 5. Provision for required emergency services infrastructure**
- 6. The provision of facilities for play areas and allotments to adopted standards within the developable area**
- 7. Contributions to the provision of community facilities in accordance with the Council's adopted standards**

Planning Application Requirements

8. The application(s) shall be supported by and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

9. The Development Brief shall include:

- (a) A comprehensive scheme and outline layout for delivery of the residential development, formal sports provision and associated infrastructure**
- (b) The site for the cemetery extension**
- (c) Points of vehicular access and egress from and to existing highways**

(d) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Kidlington, to Oxford Parkway Railway Station and Water Eaton Park and Ride, to enable the crossing of Bicester Road, to achieve public accessibility between the residential development and the land for formal sports, and to existing or new points of connection off-site and to existing or potential public transport services.

(e) The protection of the existing public right of way on the eastern boundary of the site and an outline scheme for pedestrian and cycle access to the surrounding countryside

(f) Design principles which seek to deliver a connected and integrated extension to Kidlington while being sensitive to the historic development pattern of Water Eaton Lane

(g) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (10) below

(h) An enhanced area of woodland along the south-eastern boundary of the site and the establishment of a new area of woodland planting

(i) The maintenance and enhancement of the tree lines and hedgerows

(j) An outline scheme for vehicular access by the emergency services

10. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council

11. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development

(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts

(d) measures for the protection and enhancement of existing wildlife corridors

(e) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees

(f) Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors

(g) The protection of the water environment

(h) Farmland bird compensation

(i) Proposals for long-term wildlife management and maintenance

(j) A scheme for the provision of in-built bird and bat boxes, wildlife connectivity between gardens and for the viable provision of designated green walls and roofs

12. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies

13. A Flood Risk Assessment shall be submitted with the application(s). The application shall be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 2 SFRA. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's. Residential development should be located outside the modelled Flood Zone 2 and 3 envelope which extends into the north eastern corner of the site.

14. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

15. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

16. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures

17. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas

18. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement

19. The application(s) shall be supported by a **Delivery Plan** demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The **Delivery Plan** shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year

20. The application shall include an **Employment, Skills and Training Plan** to be agreed with the Council

Place Shaping Principles

21. A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a modern, highly functioning outdoor sports facility, which provides high-quality, publicly accessible and well connected green infrastructure and which provides for well-designed connectivity and interface between the residential development and the sport facilities

22. The establishment of a connecting pedestrian, cycle and wheelchair route from the site across the **Bicester Road** and from the sports pitches and residential development to **Water Eaton Lane** and the public right of way along the eastern boundary of the site

23. The provision and maintenance of enhanced native landscaping to help emphasise the **Green Belt** location of the outdoor sports facilities, to minimise the urbanising influence of the sports pitches, to maintain openness and to enhance the distinction between the site and land to the south of the **A34**

24. Protection of the residential amenities of properties on **Water Eaton Lane**

25. Layout and design that encourages the sustainable and safe management of waste by individual households while minimising the visual and pollution impacts.

Policy PR7b - Policies Map - Land at Stratfield Farm



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Key			
	Land at Stratfield Farm		Revised Green Belt
	Residential		Conservation Target Areas
	Green Space		Oxford Canal Trail
	Nature Conservation Area		Existing Green Space
	Ancient Woodland		BAP Habitat
	Public Bridleway		Public Footpath
	Restricted Byways		Byway Open to all Traffic
	Cherwell District		

Policy PR7b – Land at Stratfield Farm

An extension to Kidlington will be developed within 10.5 hectares of land at Stratfield Farm as shown on the inset Policies Map PR7b. Development proposals will be permitted if they meet the following requirements:

Key delivery requirements

- 1. Construction of 100 homes (net) on 4 hectares of land (the residential area). The dwellings to be constructed at an approximate average net density of 25 dwellings per hectare.**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. Land and proportionate financial contributions to secure a foot, cycle and wheel chair accessible bridge over the Oxford Canal to enable the site to be connected to the allocated site to the east of the A44 (policy PR8)**
- 4. Provision for required emergency services infrastructure.**
- 5. The provision of facilities for play areas and allotments to adopted standards within the developable area and contributions for off-site formal sports provision**
- 6. The improvement, extension and protection of the existing orchard marked on the inset Policies Map for community benefit**
- 7. Creation of a nature conservation area on 6.3 hectares of land as shown on the inset Policies Map, incorporating the community orchard and with the opportunity to connect to and extend Stratfield Brake District Wildlife Site**
- 8. A new public bridleway/green link suitable for all-weather cycling and connecting Land at Stratfield Farm with Land East of the A44 (PR9) across the Oxford Canal, and key facilities on the A4165 including proposed sporting facilities at Land at South East Kidlington (PR7a) and Oxford Parkway.**

Planning Application Requirements

9. The application(s) shall be supported by, and prepared in accordance with a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

10. The Development Brief shall include:

- (a) A scheme and outline layout for delivery of the required land uses and associated infrastructure**

(b) Points of vehicular access and egress from and to existing highways with at least two separate points: first, from the Kidlington Roundabout junction, and second, from Croxford Gardens.

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Kidlington, to the allocated site to the east of the A44 (Policy PR8) enabling access over the Oxford Canal and to existing or new points of connection off-site and to existing or potential public transport services. The scheme shall include an access road from the Kidlington Roundabout to the easternmost development parcels and the Stratfield Farm building complex only, as shown on the inset Policies Map.

(d) An outline scheme for pedestrian and cycle access to the surrounding countryside

(e) Design principles which seek to deliver a connected and integrated extension to Kidlington and a high quality landscape setting which responds to the historic environment of the farm and the Oxford Canal

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (11) below

(g) The maintenance and enhancement of the protected trees, existing tree lines and hedgerows

(h) An outline scheme for vehicular access by the emergency services

11. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council

12. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development

(c) the re-creation and restoration of hedgerows reflecting the historic field pattern and enhancement of existing grassland habitats

(d) demonstration that designated environmental assets will not be harmed, including no detrimental impacts on down-canal Sites of Special Scientific Interest and Local Wildlife Sites through hydrological, hydro-chemical or sedimentation impacts

(e) measures for the protection and enhancement of wildlife corridors and existing water habitats

(f) measures for enhancing existing designated and non-designated environmental assets

(g) A scheme for the provision of in-built bird and bat boxes, wildlife connectivity between gardens and the viable provision of designated green walls and roofs

(h) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local Wildlife Site

(i) Measures to minimise light spillage and noise levels on habitats and wildlife corridors including to maintain connectivity for nocturnal species in an east-west direction

(j) Measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the maintenance of a dark canal corridor through the minimisation of light pollution

(k) Farmland bird compensation

(l) Proposals for wildlife management in conjunction with conservation organisations

(m) The protection and enhancement of the part of the site within the Lower Cherwell Conservation Target Area. There shall be no building in the CTA other than for a fenced footpath/cycle/wheelchair path and for the construction of the canal bridge

13. The application(s) shall be supported by a phase I habitat survey including an habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, water vole, otter, invertebrate, dormouse, breeding birds and reptiles, an internal building assessment for roosting barn owl, and an assessment of water bodies

14. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

15. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation and having regard to guidance contained within the Council's Level I Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to

greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 SFRA.

16. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

17. The application shall be supported by a Heritage Impact Assessment which will include measures to avoid or minimise conflict with the identified heritage assets within the site, particularly Stratfield Farmhouse.

18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures

19. The application(s) shall include proposals for securing the long-term use, management and maintenance of public open green space and play area/public open green space

20. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement.

21. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year

22. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

23. The nature conservation area shall be kept free from built development and the application for planning permission shall include proposals for securing the area for that use in perpetuity

Place Shaping Principles

24. A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with high-quality, publicly accessible and well connected green infrastructure and which provides a transitional interface with Stratfield Brake Sports Ground and Stratfield Brake District Wildlife Site and protects and enhances the Oxford Canal Conservation Area

25. The establishment of a connecting pedestrian, cycle and wheelchair route from the site's junction with Kidlington Roundabout to the allocated site to the East of the A44 (policy PR8)

26. The maintenance and enhancement of native landscaping to emphasise the Green Belt location of the land outside of the residential area and to provide for the potential accommodation of that land within the Stratfield Brake District Wildlife Site

27. The character and appearance of the Grade II Listed Stratfield Farmhouse and its setting is to be enhanced through appropriate building restoration and landscaping

28. Layout and design that encourages the sustainable and safe management of waste by individual households while minimising the visual and pollution impacts.

Begbroke

5.98 The existing Local Plan (2015) explains the important economic roles of Kidlington, London-Oxford Airport and the University of Oxford's Begbroke Science Park. It describes the Science Park's potential for further growth to support the provision of land for hi-tech university spin-outs to help develop a high value economic base. The Plan recognises that the University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context the University Science Park is an important site.

5.99 The existing Local Plan provides for a small-scale Green Belt Review to be undertaken through a separate Local Plan Part 2, to help meet high value employment needs in an area of search centred on the Science Park and to help plan strategically for the facility to be at the forefront of leading research establishments.

5.100 We have published a study produced to inform that review which considers the Science Park's needs and ambitions and which concludes that approximately 14 hectares of land are required. The study then examines how parcels of land perform in meeting the defined purposes of Green Belts. In general terms, the study shows that there would be less harm to the Green Belt by extending the Science Park to the north, east and west.

5.101 Begbroke village is situated to the north-west of the Science Park. The village straddles the A44 which forms a physical and visual barrier between the historic core to its west and the suburban residential development to the east. Begbroke Conservation Area to the west comprises the original historic village core.

5.102 North of the Science Park and Begbroke village (east) is Langford Lane which connects the A44 and Kidlington immediately to the south of London-Oxford airport. Langford Lane is a focus of commercial activity providing access to the airport, Oxford Spires Business Park, Oxford Motor Park and Langford Locks Industrial Estate. This area has also been identified in the existing Local Plan (2015) as an area of search for a small-scale Green Belt Review for high value employment uses. A Technology Park has since been granted planning permission within that area to the south of Langford Lane.

5.103 In terms of providing housing to help meet Oxford's needs, there are clear advantages by the area being situated next to the University Science Park and on the A44 economic corridor between north Oxford and Woodstock.

5.104 There is a close social and economic relationship with Oxford. There is potential to integrate with sustainable transport improvements associated with the Oxford Transport Strategy and the A44/A4260 Corridor Study and there is an opportunity to build upon those improvements and to increase the level of connectivity with Kidlington. The Oxford Canal corridor provides a landscape setting to the area, an interface between Kidlington and Begbroke/Yarnton and connectivity with Oxford.

5.105 This means that the land to east of the A44 in the vicinity of Begbroke Science Park offers a unique opportunity for place shaping, to help meet Oxford's unmet housing needs and to do this in close association with the expansion of one of the University of Oxford's key economic assets.

5.106 Begbroke east, Kidlington and Yarnton have each been separated by Green Belt land since the inner boundary was established in 1992, with Green Belt policy applying to these areas on an interim basis prior to that from 1975. Their built-up areas are surrounded by the Green Belt.

5.107 Between the Science Park and Begbroke is Rowel Brook, a stream with associated tree cover which spans the gap between the edge of Kidlington and the A44 and continues in a north-westerly direction. Between Begbroke and Kidlington, the Brook connects with Rushy Meadows Site of Special Scientific Interest.

5.108 Agricultural land separates the Science Park from the Oxford Canal and the built-up area of Kidlington to the east and south-east, and from Yarnton (east) to the south-west. Sandy Lane, a minor but well-used road, links Yarnton to Kidlington via a level crossing on the London-Oxford-Birmingham railway line. Sandy Lane has a difficult, narrow bend as it crosses the canal into Kidlington. Formerly accessed from Sandy Lane, the Science Park now has its own designated access off the A44. Within Yarnton (east), a Garden Centre (Yarnton Nurseries) and residential properties are accessed from Sandy Lane. To the south of Sandy Lane agricultural land (predominantly) lies between Yarnton and the railway line and between the railway line and Kidlington within the canal's flood zone.

5.109 Although development in this area will result in a significant reduction of the Green Belt between Begbroke, Yarnton and Kidlington we consider that there is a clear opportunity here to create a very distinctive place and community that departs from the suburban development that has typified post-war residential development along the A44 prior to Green Belt designation.

5.110 In this location there are the 'ingredients' for a contemporary, higher density, environmentally responsible, landmark development which marks a new approach along the A44 to Oxford and which becomes the connecting centre piece of the Partial Review's vision for area. These 'ingredients' are:

1. the influence of a University Science Park
2. the rare opportunity to integrate from the outset with an overarching, planned sustainable transport strategy.
3. the proximity of canal and stream corridors
4. the availability of a wider area of land and the existing environmental assets to achieve significant net gains in biodiversity
5. the necessity to retain the separate identities of Begbroke, Yarnton and Kidlington.

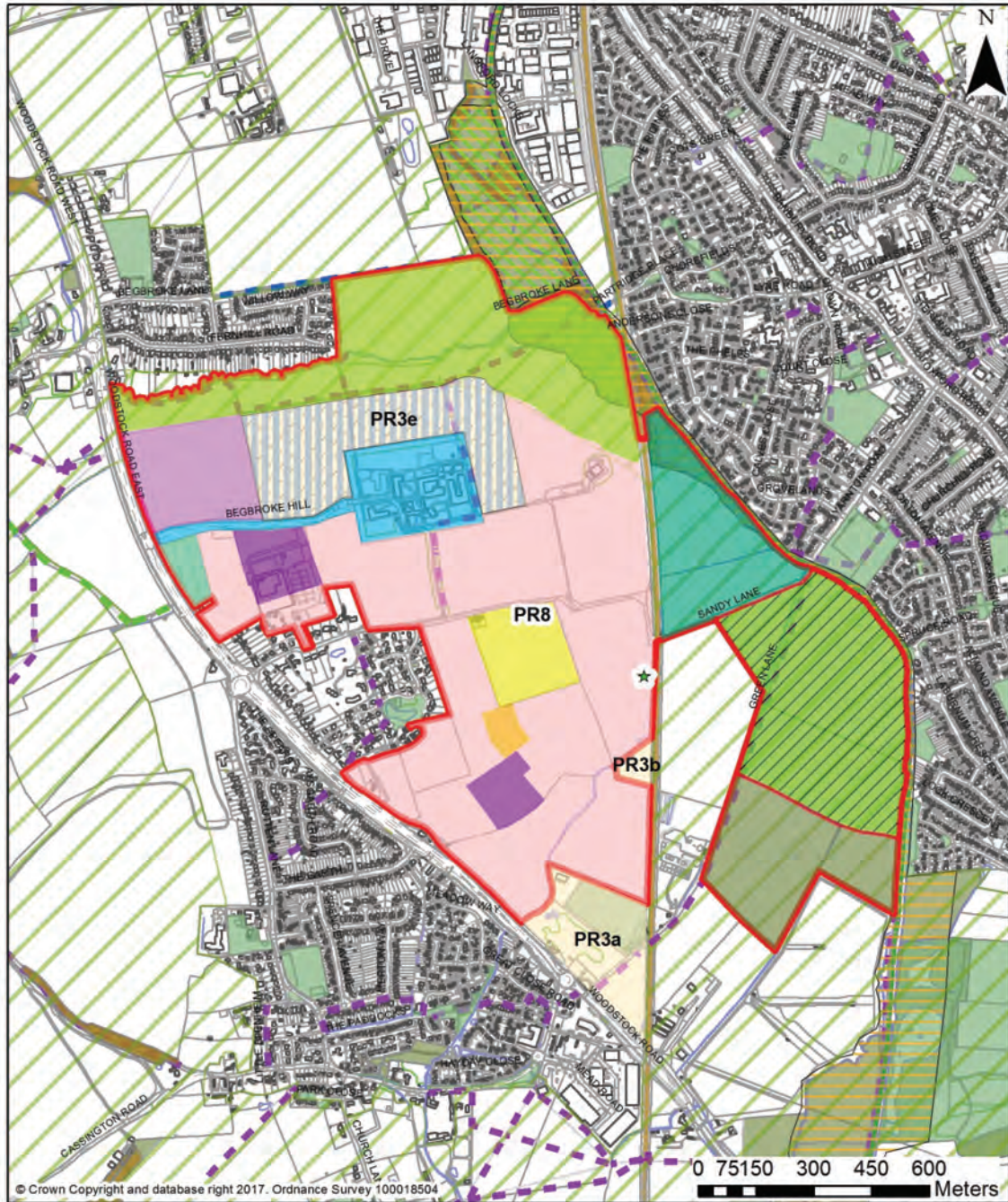
5.111 Land in the vicinity of the Science Park, to the north and south of Sandy Lane and to the west and east of the railway line has been promoted as being available and deliverable, mostly by the University colleges. We consider that the necessary housing development to help meet Oxford's needs can be accompanied by fully integrated sustainable transport infrastructure and services, landmark public open space, a comprehensively designed and substantial green infrastructure integral to the development and the achievement of modern, high-quality design that will benefit not only the new residents but the wider communities.

5.112 To do this we must achieve the following:

1. Residential-led development that is planned to respond to, and which is influenced by, the presence of a growing University Science Park in terms of its design, appearance and landscaping
2. A development that represents the 'best fit' with the County Council's Oxford Transport Strategy, its proposals for rapid transit into Oxford, which contributes in achieving an overall modal shift in the proportion of commuters accessing Oxford by public transport rather than by car, in the delivery of cycling improvements along the A44 and in improving sustainable transport connections between Kidlington, Begbroke and Yarnton
3. A new, balanced and cohesive community responding to both Oxford's housing needs and the economic attraction of the Science Park as a place to work and live
4. A minimal environmental footprint and the protection and enhancement of existing 'green' and 'blue' assets
5. The creation of a new, strong network of green infrastructure including the establishment of a canal-side park/public open space, the delivery of new nature conservation areas and recreational corridors and routes connecting to other development sites, enabling positive use of the Green Belt
6. The achievement of a contemporary, distinctive, higher density development; a community in its own right which helps retain the identity of surrounding settlements but which is connected to them and which encourages wider use of the development's green infrastructure, public open space and recreational routes by pedestrians, cyclists and wheelchair users from the wider Begbroke, Yarnton and Kidlington community.
7. The provision of new schools so that they benefit educationally from the expanding Science Park

5.113 Policy PR8 sets out how we intend to deliver this. The preparation of a comprehensive Development Brief will ensure a well-planned approach. We are also reserving land within the site to assist with the possible future development of a railway station/halt. Interest has been expressed by the university in exploring the possibility of an Oxford train service associated with the development and the expected expansion of the Science Park. We will continue to explore this with Network Rail, Oxfordshire County Council and rail service providers.

Policy PR8 - Policies Map - Land East of the A44



Key			
	Land East of the A44		Former Landfill Site
	Residential		Green Space
	Land Reserved for Employment		Local Nature Reserve
	Primary School Use		Nature Conservation Area
	Secondary School Use		Parkland
	Local Centre		Retained agricultural land
	Existing Begbroke Science Park		Existing Green Space
	Reserved Land for Railway Station/Halt		Ancient Woodland
	Policy PR3		Revised Green Belt
	Conservation Target Areas		Sites of Special Scientific Interest
	Oxford Canal Trail		BAP Habitat
	Public Footpath		Public Bridleway
	Restricted Byways		Byway Open to all Traffic
	Cherwell District		

Policy PR8 - Land East of the A44

A new urban neighbourhood will be developed on 190 hectares of land to the east of the A44 as shown on inset Policies Map PR8. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 1,950 dwellings (net) on approximately 66 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 45 dwellings per hectare**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. A secondary school on 8.2 hectares of land in the location shown, to incorporate a four court sports hall to Sport England specification, made available for community use**
- 4. The provision of a primary school with at least three forms of entry on 3.2 hectares of land in the location shown**
- 5. The provision of a primary school with at least two forms of entry on 2.2 hectares of land in the location shown if required in consultation with the Education Authority and unless otherwise agreed with Cherwell District Council**
- 6. The provision of a local centre on one hectare of land in the location shown unless the location is otherwise agreed with Cherwell District Council. The Local Centre shall include provision for local convenience retailing (use class A1 - no more than 500 square metres net floorspace and no less than 350 square metres), ancillary business development (use class B1(a) only) and/or financial and professional uses (use class A2); a café or restaurant (use class A3); the provision of a community building to required standards providing the opportunity for social and childcare facilities, the opportunity for required health facilities to be provided and provision for required emergency services infrastructure**
- 7. The provision of facilities for formal sports and play areas to adopted standards within the developable area**
- 8. The creation of a publicly accessible Local Nature Reserve on 29.2 hectares of land based on Rowel Brook in the location shown**
- 9. The creation of a nature conservation area on 12.2 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane as shown**
- 10. The provision of public open green space as informal canalside parkland on 23.4 hectares of land as shown**
- 11. The retention of 12 hectares of land in agricultural use in the location shown**

12. New public bridleways suitable for pedestrians, all-weather cycling and wheelchair users connecting with the existing public right of way network.

13. Provision for a pedestrian, cycle and wheelchair bridge over the Oxford Canal to enable the site and public bridleways to be connected to the allocated site at Stratfield Farm (policy PR7b)

14. The reservation of 0.5 hectares of land within the developable area for a future railway halt/station in the approximate location shown unless otherwise agreed with Cherwell District Council in consultation with Oxfordshire County Council, Network Rail and rail service providers

15. The reservation of 14.7 hectares of land for the potential expansion of Begbroke Science Park

16. The provision of a limited number of new homes, to be agreed with the Council, to provide for students and those working for the University at the Science Park to support its expansion and reduce car journeys

Planning Application Requirements

17. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

18. The Development Brief shall include:

a. A scheme and outline layout for delivery of the required land uses and associated infrastructure

b. Points of vehicular access and egress from and to existing highways with at least two separate points from and to the A44 including the use of the existing Science Park access road

c. An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including for public transport services), to the built environments of Begbroke, Kidlington, Yarnton and to existing or new points of connection off-site and to existing or potential public transport services

d. Protection of existing public rights of way and an outline scheme for pedestrian and cycle access to the countryside surrounding Begbroke, Kidlington and Yarnton

e. Accommodation of the pedestrian, cycle and wheelchair accessible bridge over the Oxford Canal

f. In consultation with Oxfordshire County Council, proposals for the closure/unadoption of Sandy Lane, the closure of the Sandy Lane level crossing to motor vehicles (other than for direct access to existing properties on Sandy Lane), and the use of Sandy Lane as a 'green' pedestrian, cycle and wheelchair route between the development and the built-up area of Kidlington including the incorporation of a bridge or subway

g. Design principles which seek to deliver an urban neighbourhood that responds positively to the Science Park and canal location and which respects the historic development of nearby villages

h. Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (19) below

i. The sites for the required schools and the Local Centre

j. Proposals for the safe remediation and use of the former landfill site as shown including as a wildlife 'stepping stone' within the development

k. The retention or replacement (to an equivalent quantity and quality) of the existing allotments and proposals for extending the allotment space in accordance with adopted standards

l. The reserved land within the site for the future railway halt/station

m. A outline scheme for vehicular access by the emergency services

19. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), prepared in consultation and agreed with Cherwell District Council. The BIA shall include investigation of any above or below ground hydrological connectivity between Rowel Brook and Rushy Meadows SSSI

20. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:

a. measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction

b. measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development

c. demonstration that designated environmental assets will not be harmed, including no detrimental impacts on down-canal Sites of Special Scientific Interest and Local Wildlife Sites through hydrological, hydro-chemical or sedimentation impacts

- d. Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors
 - e. measures for enhancing existing designated and non-designated environmental assets
 - f. A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs
 - g. measures for the protection and enhancement of Sandy Lane and Yarnton Lane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the required Local Nature Reserve
 - h. the creation of a green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Rushy Meadows Site of Special Scientific Interest, the Meadows West of the Oxford Canal Local Wildlife Site and to Stratfield Farm (policy PR7b)
 - i. a scheme and programme for the creation of the required Local Nature Reserve and nature conservation area to be agreed with the Council. The scheme for the LNR shall include habitats to be restored to SSSI quality and measures for the protection of the Rushy Meadows SSSI. Both schemes shall provide for works to be undertaken outside of the bird nesting season.
 - j. measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the maintenance of a dark canal corridor through the minimisation of light pollution
 - k. farmland bird compensation
 - l. proposals for wildlife management in conjunction with conservation organisations including for the Local Nature Reserve and nature conservation area. The proposals shall include measures for restricting public access to sensitive habitats
21. The application(s) shall be supported by a phase I habitat survey and surveys for badgers, nesting birds, amphibians (in particular Great Crested Newts), reptiles and for bats including associated tree assessment, hedgerow regulations assessment.
22. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

23. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation, and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's.

24. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

25. The application shall be supported by a Heritage Impact Assessment which will include measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Oxford Canal Conservation Area and the listed structures along its length.

26. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures.

27. The application(s) shall include proposals for securing the long-term use, management and maintenance of the community building, formal sports provision and play areas

28. The application(s) shall include proposals for securing the use of the Local Nature Reserve, nature conservation area, public open green space/informal canalside parkland and agricultural land in perpetuity

29. In the interest of encouraging an educational relationship between the secondary school and the University of Oxford's Begbroke Science Park, the application(s) should demonstrate that the secondary school site has been designed in consultation with the University of Oxford

30. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year.

31. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

Place shaping principles

32. A layout, design and appearance for a contemporary urban neighbourhood in a high-quality, publicly accessible and well connected green infrastructure and canal-side setting and for a location associated with a University Science Park and a primary transport corridor to Oxford

33. A sensitively designed approach to the provision of the pedestrian, cycling and wheelchair route connecting the development, Sandy Lane and the canal-side parkland/public open space to the canal corridor and the new bridge over the canal to Stratfield Farm (policy PR7b)

34. Improved east-west pedestrian, cycle and wheelchair connections between the built-up areas of Yarnton, Begbroke and Kidlington

35. The development of the secondary school shall include provision for out-of-school hours shared community use including indoor sports and provision for controlled pedestrian, cycle and wheelchair access between the site and Begbroke Science Park. The playing pitches should be located to help maintain a gap between the development and Begbroke village (east).

36. The Local Nature Reserve, nature conservation area, public open green space/informal canal-side parkland shall be designed to reflect and enhance local landscape character and wildlife including that of the Oxford Canal and Rowel Brook. These areas and the agricultural land shall be kept free of buildings to avoid harm to the remaining Green Belt

37. The contrast between the dense urban development and canal-side parkland setting should be used as a positive and integral design feature.

38. The development must be designed to have a sensitive interface with Yarnton village (east). Development should provide an attractive frontage to the A44, to support a change in character away from a highways dominated environment, with appropriately located crossing points for pedestrians, cyclist and wheelchair users

39. Development must not prevent the continued use of Begbroke Science Park or its potential expansion into the reserved area shown. It must not cause harm to the Grade II Listed Begbroke Farmhouse

40. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Yarnton

5.114 Yarnton is a large Category A village which has access to a range of services and facilities including a primary school. It is well connected to Oxford being in close proximity to sustainable transport routes which run through the village and along the A44 corridor. Yarnton is separated from Kidlington and Begbroke by Green Belt (approximately 1.5km and 800m gaps respectively). Yarnton is approximately 2 km from the city boundary.

5.115 Cassington Lane runs east-west through the southern part of the village. It is constrained from a highway perspective by its character, width and the presence of historic properties. However, Yarnton's location on the A44 means it is well situated to take advantage of sustainable transport improvements arising from the Oxford Transport Strategy and associated A44/A4260 Corridor Study.

5.116 Development east of the A44 in the vicinity of Begbroke Science Park also provides the potential to have a combined sustainable transport response to the planning of new development. The existing Woodstock-Oxford cycleway on the western side of the A44, part of National Cycle Route 5, is to be improved and new traffic management measures for the A44 are to be introduced.

5.117 The improved cycleway will link to a new 'Super Cycleway' to Oxford via Kidlington. This will be provided alongside the County Council's Rapid Transit proposals for enhanced bus infrastructure and services to the city. There is a clear opportunity to provide development on the western side of the A44 that is mutually compatible with and complements new development to the east and which could also bring some benefits for Yarnton.

5.118 The site to be allocated is predominantly farmland which lies to the west and north of the village. The eastern edge is defined by the built-up edge of Yarnton and the A44. To the north the edge of the site is close to but separated from Begbroke. Begbroke Wood, an ancient woodland and District Wildlife Site lies immediately to the north-west. Frogwelldown Lane, a public right of way and District Wildlife Site forms the south west boundary.

5.119 In landscape terms there is a strong sense of distinction between the elevated farmland to the west, north and south and the low lying situation of Yarnton to the east. There is the opportunity for some residential development on the lower slopes immediately to the north and west of the village without undue harm to the purposes of the Green Belt in that location and the wider landscape more generally. The development area will also have a strong visual link with the site to the east of the A44 (policy PR8).

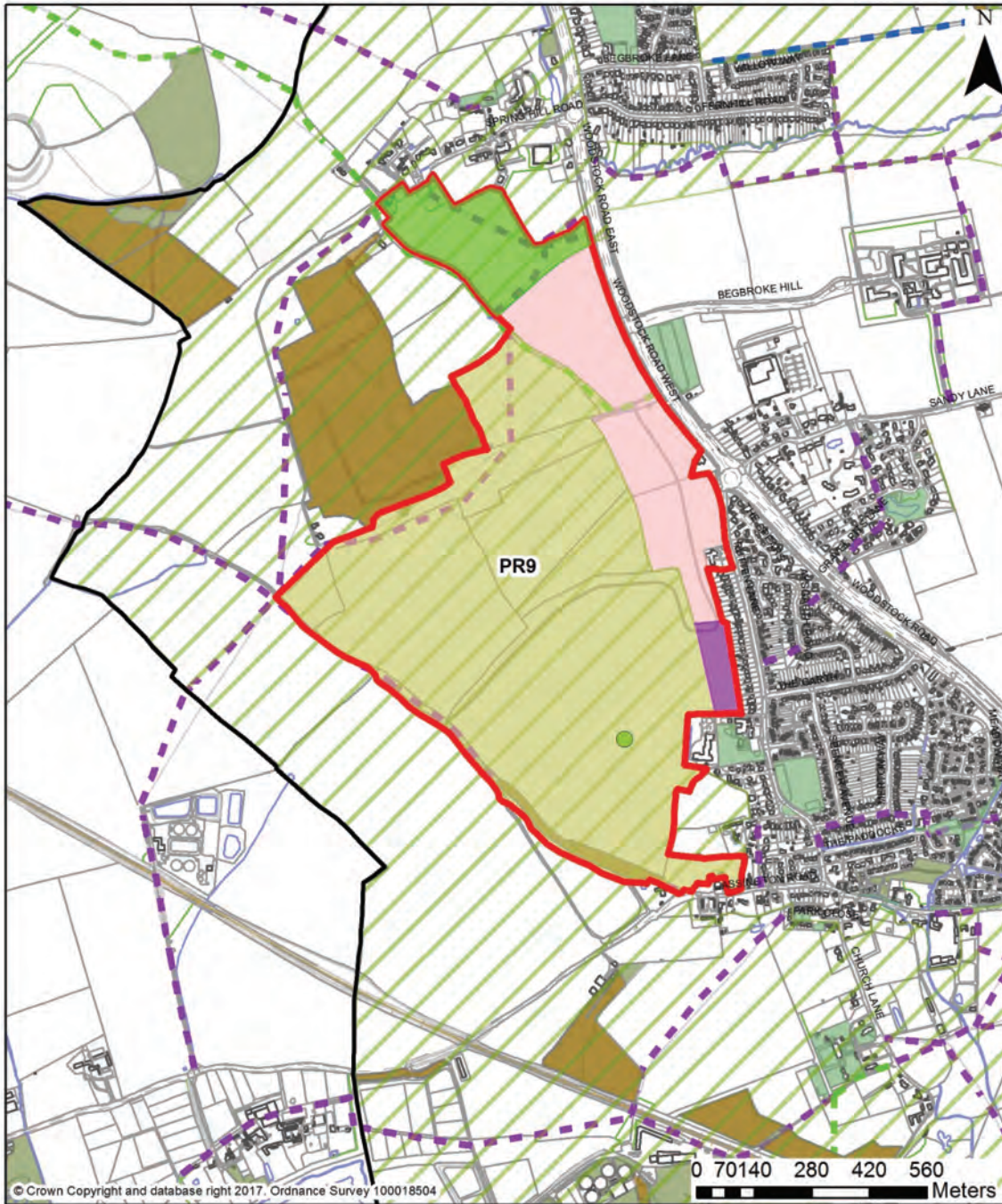
5.120 This limited release of land will also provide the mechanism to secure much needed improvements to the local William Fletcher Primary School with land being reserved for its use – the replacement and improvement of playing fields and amenity space and to enable the potential expansion of the existing school buildings on the existing site.

5.121. We are also seeking to enhance the beneficial use of the Green Belt within the site by requiring improved informal access to the countryside and significant ecological and biodiversity gains. The Council's priority will be the creation of a new Local Nature Reserve at the southern end of the site with good access to the primary school and existing public rights of way.

5.122 At the northern end of the site, to the north west of the development area, the Council will seek the provision of land to create new community woodland between Begbroke Wood and Dolton Lane which will help secure net biodiversity and provide a buffer for both Begbroke village and to help protect the ancient woodland

5.123 There are also important green links/ wildlife corridors such as Frogwelldown Lane, within and adjacent to the site, the character of which the Council will seek to protect and enhance.

Policy PR9 - Policies Map - Land West of Yarnton



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Key			
	Land West of Yarnton		Community Woodland
	Residential		Public Access Land
	Primary School Use		Local Nature Reserve
			Existing Green Space
	Ancient Woodland		BAP Habitat
	Public Bridleway		Public Footpath
	Restricted Byways		Byway Open to all Traffic
	Cherwell District		

Policy PR9 - Land West of Yarnton

A village extension to Yarnton will be developed within 99 hectares of land to the west of Yarnton as shown on inset Policies Map PR9. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 530 dwellings (net) on approximately 16 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 35 dwellings per hectare**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. The provision of 1.6 hectares of land for use by the existing William Fletcher Primary School to enable potential school expansion within the existing school site and the replacement of playing pitches and amenity space**
- 4. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area (unless shared or part shared use with William Fletcher Primary School is agreed with the Education Authority)**
- 5. Public access within the 74 hectares of land to the west of the residential area and a new Local Nature Reserve accessible to William Fletcher Primary School**
- 6. The creation of an area of a community woodland within 7.8 hectares of land to the north-west of the developable area and to the east of Dolton Lane**

Planning Application Requirements

- 7. The application(s) shall be supported by, and prepared in accordance with a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.**
- 8. The Development Brief shall include:**
 - (a) A scheme and outline layout for delivery of the required land uses and associated infrastructure**
 - (b) Points of vehicular access and egress to and from the A44**

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including public transport), to services and facilities in Yarnton, including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.

(d) Protection of existing public rights of way and an outline scheme for the creation of new pedestrian, cycle and wheelchair routes through the publicly accessible open space and to the surrounding countryside, including new public bridleways for horse riding, and connecting with the existing public right of way network.

(e) Design principles which seek to deliver a village extension to Yarnton which responds positively to development planned to the east of the A44 and the historic context of Begbroke (west)

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (9) below

(g) The land reserved for education use by William Fletcher Primary School

(h) An outline scheme for vehicular access by the emergency services

9. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) and agreed with Cherwell District Council

10. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development

(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts to watercourses through hydrological, hydro-chemical or sedimentation impacts

(d) measures for the protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees

(e) the creation of a new green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the required Community Woodland and Begbroke Wood

(f) Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors

(g) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs

(h) Farmland bird compensation

(i) proposals for wildlife management in conjunction with conservation organisations including for the Local Nature Reserve and community woodland

11. The application(s) shall be supported by a phase I habitat survey including habitat suitability index survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), for badgers, breeding birds, internal building assessment for roosting barn owl, dormouse, reptile, tree and building assessment for bats, bat activity, hedgerow regulations assessment and assessment of water courses

12. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

13. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's.

14. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

15. The application shall be supported by a Heritage Impact Assessment which will include measures to avoid or minimise conflict with identified heritage assets within or adjacent to the site

16. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures.

17. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas

18. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement The application(s) shall be supported by a Delivery Plan demonstrating how the

implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year

19. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

Place shaping principles

20. A layout, design and appearance to achieve an extension to Yarnton village that responds to the site's prominent position on the A44 corridor, its proximity and connectivity to the allocated site Land to the East of the A44 (policy PR8), the need to protect the identity of Begbroke village (west), the opportunity for sustainable travel into Oxford and the provision of green infrastructure and access to the countryside for the local community

21. A layout, design and appearance that responds sensitively to the topography and landscape character of Frogwelldown Lane

22. A landscaping structure for the community woodland which helps retain the perceived separation between Yarnton and Begbroke (west) and helps protect Begbroke Wood Local Wildlife Site

23. Development which provides a frontage to the A44 which both reflects the character of Yarnton and responds to the planned development to the east of the A44

24. The historic hedge lined bridleway of Dolton Lane shall be extended southwards through the developable area to create a potential connection to William Fletcher Primary School

25. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Woodstock

5.124 Woodstock is one of West Oxfordshire's most sustainable settlements, a rural service centre just outside the Oxford Green Belt, bordering Cherwell District to the north-west of London-Oxford airport. Woodstock is located on the A44 corridor connecting the airport with Begbroke, Yarnton and Oxford. The edge of Woodstock is approximately 7km from north Oxford.

5.125 As already highlighted, the A44 is featured in the Local Transport Plan's Oxford Transport Strategy in the interest of accommodating 'rapid transit' connections to Oxford and developing a new Park and Ride strategy. Land at the Woodstock/Bladon/airport junction on the A44 is identified in the Oxford Transport Strategy as a location for a new Park and Ride facility.

5.126 The County Council's A44/A4260 Corridor Study also identifies improvements to the A44 corridor in the interest of achieving a 'modal shift' to more sustainable forms of transport. It seeks to re-prioritise the route for through traffic away from the A4260 and the centre of Kidlington to the A44. This will enable use of the new Park and Ride and improvements to the built-up area of Kidlington associated with new public transport infrastructure.

5.127 The study also provides for the upgrading of the existing national cycle way between Woodstock and Oxford along the western side of the A44 and linking to a new 'Super Cycleway' serving Oxford via Kidlington. The combined effect of these measures makes Woodstock a sustainable location in transport terms for accommodating some growth to help meet Oxford's housing needs.

5.128 In section 3, we explain that Woodstock is a focus for growth in West Oxfordshire's emerging Local Plan in order to meet its own needs. Although a small town, Woodstock has a good range of services and facilities helped by its function as a tourist destination.

5.129 The World Heritage Site of Blenheim Palace, with its Grade I Registered Park, is located to the south west of Woodstock and is of international and national heritage significance. There is an important physical and historical inter-relationship between Woodstock and the Blenheim estate.

5.130 The estate is making land available for development to the south east of Woodstock in addition to land it has put forward within West Oxfordshire. The land in Cherwell mostly comprises a large (49 hectares) arable field bounded by the A4095 (Upper Campsfield Road) to the south-east, Shipton Road to the north-east and by the A44 to the south-west.

5.131 The site has an open and flat character bounded by a good tree belt frontage along Campsfield Road and Shipton Road and a high (2.5m) agricultural hedgerow fronting the A44. The land's containment by woodland is a key landscape characteristic and it relates well to Campsfield Wood on the opposite side of Oxford Road, as well as with the wooded nature of Bladon Heath and High Lodge to the south. A smaller area of land (3 hectares) immediately to the north of and east of Shipton Road, adjoining the north-eastern most part of Woodstock is also available – part of separate field parcel contained by a hedgerow to the east.

5.132 The area adjoins land to the north-west that has recently been approved (subject to legal agreement) by West Oxfordshire District Council for up to 300 homes including local retail, office and community facilities and public open space (WODC ref. 16/01364/OUT). The

development of that site would extend Woodstock up to the Cherwell boundary and result in the construction of houses opposite Blenheim Park which is situated to the south west of the A44.

5.133 We consider that there is further potential for development in this location outside but next to the Oxford Green Belt. The reasons for this are:

1. the relationship of Woodstock to the A44 corridor
2. the sustainability of Woodstock in terms of it being a well-served, small town and the potential for integration with West Oxfordshire's extended built-up area
3. the proposals in the Oxford Transport Strategy and the A44/A4260 Corridor Study for sustainable transport improvements and traffic management measures along the corridor facilitating improved access to Oxford and providing the opportunity for a modal shift in the proportion of people accessing the city by means other than the private car
4. the provision of a Park and Ride facility for Oxford next to Woodstock and improvements to the cycleway to Oxford alongside the A44
5. the immediate access to the A44 corridor from the south-eastern edge of Woodstock
6. the compatibility of the location with our vision and objectives
7. the need to ensure that sustainable options for accommodating the required growth for Oxford within Cherwell outside the Green Belt are utilised to minimise any need to provide development within the Green Belt.

5.134 We have discussed the issue of development at Woodstock with West Oxfordshire District Council officers, with the Blenheim estate and with Historic England. We are particularly conscious that Woodstock is already growing through West Oxfordshire's own plans and decisions; that considerations associated with Blenheim Palace's 'Outstanding Universal Value', the protection of its registered park and their associated settings are of very high significance; and that the heritage issues associated with the Blenheim Villa Scheduled Ancient Monument to the north of the A44 must be given full regard. We are also mindful that the Council has previously refused planning permission for the development of approximately 1000 homes in this area (including on land within West Oxfordshire), albeit in the context of Cherwell's existing Local Plan (2015) and prior to the decision of West Oxfordshire District Council to allow the scheme for some 300 homes.

5.135 Detailed issues include the historic character of Woodstock itself; that land to the south east of the town forms part of the setting of Blenheim Park and of the town itself; the positive effect that existing woodland belts have on containing views of the approach to Woodstock and the collective association of those wooded areas with other areas of woodland such as Campsfield Wood off the A44. The setting of the Scheduled Ancient Monument (forming a low mound within the site), the ancient route of the 'Ridgeway' along the West Oxfordshire/Cherwell Border and the proximity of the Bladon Conservation Area are also relevant.

5.136 Nevertheless, we consider that a sensitively planned and designed development of limited scale can be achieved that relates well to Woodstock, delivers required facilities and responds positively to the historic environment and results in significant improvements to the natural environment to deliver a net increase in biodiversity.

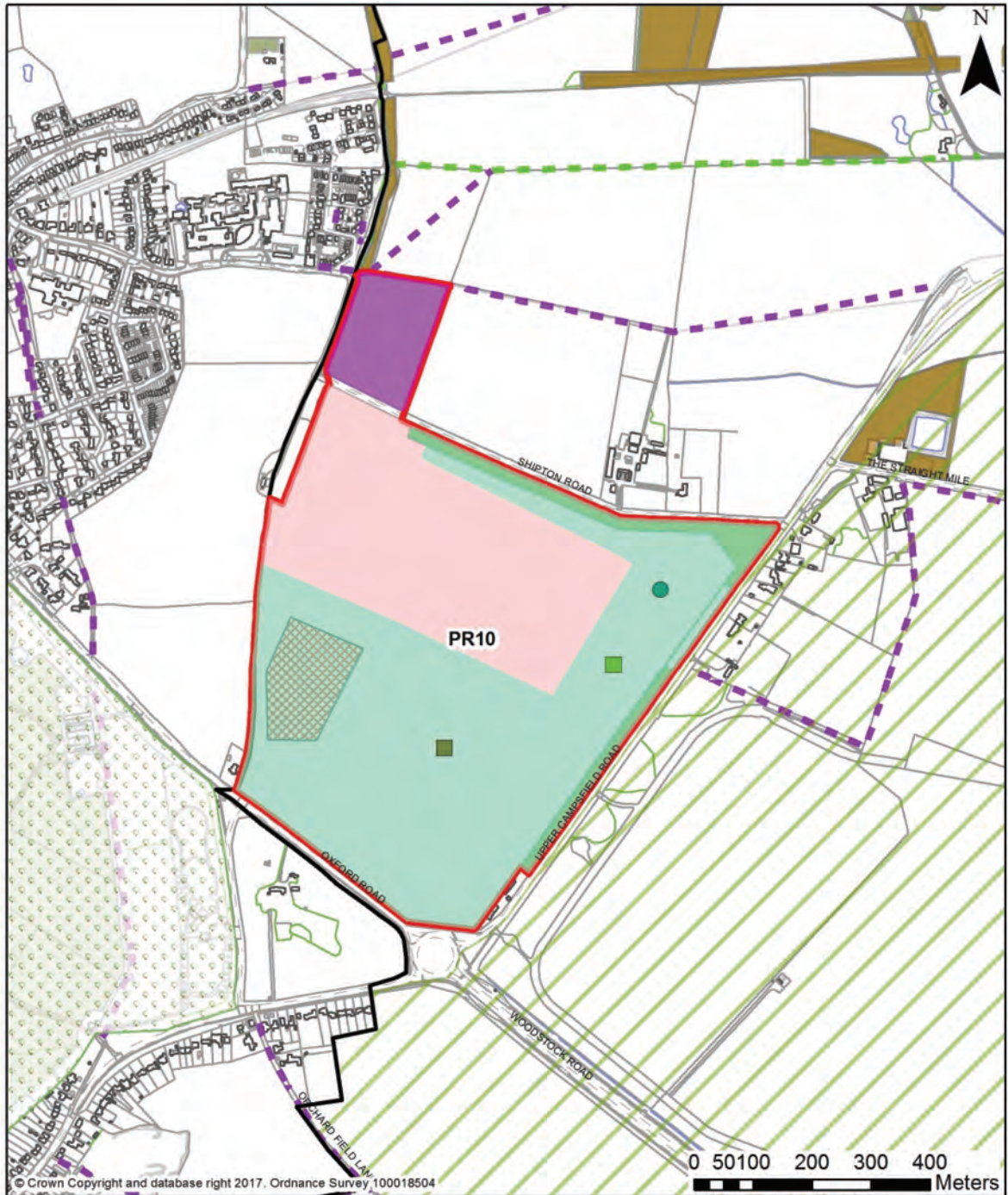
5.137 To achieve this we are seeking to:

1. focus development well away from the southern boundary of the site and the A44 to avoid any influence on the setting of Blenheim Park and to avoid any negative impact on the experience of visiting Blenheim Palace / Blenheim Park, on their appreciation and on material levels of tranquillity
2. achieve development that does not compromise the historic and aesthetic connection of the area with Blenheim Palace / Blenheim Park
3. supplement existing tree belts to enhance visual containment of the setting of Blenheim Park
4. provide complementary green infrastructure which assists in providing further distinction from Green Belt land to the south of Upper Campsfield Road
5. focus development to the north of the SAM, retaining its open setting and assisting with historical/cultural interpretation of heritage assets
6. integrate development with the expanding eastern edge of Woodstock and enable the provision on new school facilities to support the development and wider community needs
7. deliver development that is designed, built and landscaped to a standard that befits and fully responds to the historic and landscape context and improves the built-up edge of Woodstock.

5.138 We are therefore identifying a limited developable area for 410 homes within a wider site in which heritage and environmental gains will be sought. Land is also safeguarded for primary education use either to provide for a primary school serving the development and wider community needs or to allow school provision on existing playing field with replacement as part of the planned development.

5.139 Design principles for the development will be expected to have regard to the West Oxfordshire Design Guide and the emerging Cherwell Design Guide and will be agreed with through the preparation of a Development Brief.

Policy PR10 - Policies Map - Land South East of Woodstock



Key			
	Land South East of Woodstock	●	Nature Conservation Area
	Residential		Retained agricultural land
	Primary School Use		Historic Parks and Gardens
	Green Space		Existing Green Space
	Community Woodland		Public Footpath
	Revised Green Belt		Ancient Woodland
	Scheduled Ancient Monument		BAP Habitat
	Public Bridleway		Byway Open to all Traffic
	Restricted Byways		Cherwell District

Policy PR10 – Land South East of Woodstock

An extension to Woodstock village West Oxfordshire will be developed within 52 hectares of land as shown on the inset Policies Map PR10. Development proposals will be permitted if they meet the following requirements:

Key delivery requirements

- 1. Construction of 410 dwellings (net) on 16 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 30 dwellings per hectare**
- 2. Delivery of 50% of the homes as affordable housing as defined by the National Planning Policy Framework**
- 3. 3.1 hectares of land and financial contributions for a new primary school with at least 2.2 forms of entry. The school buildings should be provided on site unless provision is made elsewhere and required education/sports facilities are instead provided in agreement between the Council, West Oxfordshire District Council and Oxfordshire County Council.**
- 4. Provision of a community facility in accordance with adopted standards**
- 5. The provision of formal sports facilities, play areas and allotments to adopted standards within the developable area**
- 6. Creation of a community woodland and the retention of land in agricultural use**
- 7. Creation of a nature conservation area accessible by the local community**

Planning Application Requirements

- 8. The application shall be made in full and for the entire site. All matters shall be included in the application.**
- 9. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with West Oxfordshire District Council, Historic England and Oxfordshire County Council**
- 10. The Development Brief shall include:**
 - a. A scheme and outline layout for delivery of the required land uses and associated infrastructure which unambiguously responds to the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site,**

the **Grade I Registered Park and Garden** and the **Blenheim Villa Scheduled Ancient Monument**, their settings and influences on the historic, built and natural environments

- b. points of vehicular access and egress from and to existing highways
 - c. an outline scheme for public vehicular, cycle and pedestrian connectivity within the site, to the built environment of **Woodstock** including the approved development immediately to the west of the site, to existing or new points of connection off-site and to existing or potential public transport services
 - d. An outline scheme for pedestrian and cycle access to the surrounding countryside
 - e. Design principles which seek to deliver a connected and integrated extension to **Woodstock** and which respond with the utmost sensitivity to the proximity of **Blenheim Palace** and **Blenheim Park** and the public approaches to the town
 - f. Outline measures for securing net biodiversity gains informed by a **Biodiversity Impact Assessment** in accordance with (11) below
 - g. the site for the required school provision/facilities
 - h. The maintenance and enhancement of existing tree lines and hedgerows
 - i. An outline scheme for vehicular access by the emergency services
11. The application(s) shall be supported by the **Biodiversity Impact Assessment (BIA)** based on the **DEFRA** biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with **Cherwell District Council**
12. The application(s) shall be supported by a proposed **Biodiversity Improvement and Management Plan (BIMP)** informed by the findings of the **BIA** and habitat surveys and submitted **Tree Survey** and to be agreed before development commences. The **BIMP** shall include:
- a. measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction
 - b. measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development
 - c. demonstration that designated environmental assets will not be harmed, including no detrimental impacts through hydrological, hydro chemical or sedimentation impacts
 - d. farmland bird compensation
 - e. measures for the protection and enhancement of existing wildlife corridors and water habitats

f. measures for enhancing existing designated and non-designated environmental assets

g. A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs

h. the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network

i. Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors

j. Contributions towards measures for the creation/protection/enhancement/restoration of important habitat (wetland, hedgerow, woodland and species specific) in the Blenheim and Ditchley Parks Conservation Target Area

k. Create crossings which link new development to existing and proposed networks including Oxford Road and Campsfield Road.

13. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, breeding birds and reptiles

14. The green infrastructure, woodland and agricultural land outside of the developable area to be kept free from development and the application for planning permission shall include proposals for securing those uses in perpetuity

15. The south and east boundaries to address the open aspect and landscape sensitivity for this area of land at the edge of Woodstock town and the Green Belt to the east by maintaining its openness, providing a Green Belt buffer and protecting the setting of Blenheim Palace World Heritage Site and Grade I Registered Park and Garden

16. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

17. The application shall be supported by a Heritage Impact Assessment which will include measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site

18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures in particular around the Scheduled Ancient Monument

19. The application will be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 1 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 SFRA.

20. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

21. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year

22. The application shall include an Employment, Skills and Training Plan to be agreed with the Council

Place Shaping Principles

23. A layout, design and appearance for an extension to Woodstock that responds to the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site, the Grade I Registered Park and Garden and of Woodstock town. An approach that is fully integrated and connected with, the existing and planned built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with a high-quality green infrastructure and sensitive landscape setting, that fully protects the setting of the WHS and the Blenheim Villa Scheduled Ancient Monument and which greatly enhances the eastern built-up edge of Woodstock

24. Development that causes no harm to Blenheim Palace World Heritage Site and the Grade I Registered Park and Garden and their settings

25. Development that enhances the built and natural environment and provides a green infrastructure that responds to the local historic context

26. Creation of routes/green infrastructure links to ensure a layout that affords good access to Woodstock

27. The siting, layout, and design of buildings and of green infrastructure to be the subject of design panel review. The panel shall be appointed by Cherwell and West Oxfordshire District Councils in consultation with Historic England.

28. Development that fully integrates with the approved development to the west and the wider area through provision of public footpath and cycle ways and connectivity to public transport services

29. The cultural value of the Scheduled Ancient Monument should be reinforced through the design of public open space around the SAM appropriate to its setting and the setting of Blenheim Park. The provision of interpretation material should be accommodated

30. Development should create an attractive built frontage to the north of the open space surrounding the Scheduled Ancient Monument.

31. The existing wooded edges of the site to the A44 and Upper Campsfield Road are to be strengthened with new woodland planting creating a landscape buffer which limits views from the site towards the proposed Park & Ride to the south and from the World Heritage Site to the west. The character of the woodland should mirror the character of woodland to the west of the A44 including an avenue of larger trees planted on the road frontage, creating a distinctive gateway to Woodstock.

32. Pedestrian, cycle and wheelchair connections are to be created across the site connecting the public open space with the wider footpath network and A44 cycle route via new crossing points over the A44 and Upper Campsfield Road

33. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Providing the Infrastructure

5.140 To ensure that all 4,400 homes are delivered by 2031, there is a need to ensure a co-ordinated and planned approach to the provision of supporting infrastructure.

5.141 The responsibility for ensuring that the infrastructure necessary to support the planned developments is provided in a timely manner rests with the Council as local planning authority. Developers have a responsibility to provide infrastructure required to support new development when and how it is required. To ensure this happens we will:

1. work with site promoters/developers on development briefs for each site
2. ensure that applications for planning permission and associated legal undertakings are only approved / entered into if proposed developments comply with relevant planning policies and if the required infrastructure and its phasing is clearly secured
3. ensure that developments are implemented in accordance with planning permissions and legal agreements.

5.142 The Council and site promoters liaise with service providers such as the County Council on matters including highways and education and on necessary financial contributions to other supporting infrastructure. The District Council also has responsibilities as a service provider in ensuring that the required sport, recreation, community facilities and affordable housing are provided by developers together with any ‘commuted sums’ of money for the maintenance of facilities for a defined period.

5.143 The Council’s emerging Supplementary Planning Document provides guidance on Developer Contributions associated with new development. The Council has consulted on a draft Charging Schedule for a possible Community Infrastructure Levy, a potential complementary means of acquiring funds for infrastructure. However, it has not yet been determined whether the Council will introduce CIL, particularly as the Government is reviewing how CIL functions, and its relationship with securing developer contributions through ‘Section 106’ legal obligations and options for reform. An announcement is expected by the Government at the Autumn Budget 2017.

5.144 The strategies of service providers, such as the County Council’s Local Transport Plan and its accompanying Oxford Transport Strategy, are important documents in understanding infrastructure needs.

5.145 The consideration of wider, cumulative infrastructure issues has been important in shaping the policies in this Plan. The infrastructure requirements of a growth area such as Oxfordshire are shaped not only by the specific requirements of individual developments, but by the incremental issues and deficiencies that arise from the processes of growth and change, the need for renewal and changes to national and local investment capabilities and priorities.

5.146 Consideration of these wider issues has been assisted by cooperative working (including with the Local Enterprise Partnership) and the completion of a countywide Oxfordshire Infrastructure Strategy (OxIS, 2017).

Oxfordshire Infrastructure Strategy

'Growth in Oxfordshire over recent decades has created a deficit in existing infrastructure. In particular the growth in journeys by road and rail has not been matched by sufficient government investment to enhance the network'

OxIS 2017, p.6

5.147 OxIS identifies, maps and prioritises Oxfordshire's infrastructure requirements to 2040 and beyond. It seeks to:

1. set out the core projects and investment required to ensure Oxfordshire can continue to grow sustainably and successfully
2. strengthen the justification and evidence for securing funding, e.g. from strategic development sites or in business case development for external funding
3. promote the Oxfordshire 'brand' within the England's Economic Heartland (EEH) as well as within the sub-national, national and international contexts
4. develop the attractiveness of Oxfordshire as a business investment location
5. facilitate informed dialogue with communities, developers and key stakeholders on the growth planned and the challenges and opportunities this brings
6. deliver sustainable development of Oxfordshire, for both housing and employment, by identifying the infrastructure requirements to support it.

5.148 In delivering the developments identified in this Plan, liaison on infrastructure issues will be required with partner authorities including the County Council, Oxford City Council and West Oxfordshire District Council - for example to ensure a joined-up approach to the provision of additional school places and public open space where there are cross-boundary implementation matters to consider.

5.149 The cumulative impact of planned growth also requires cooperative working with Highways England, Network Rail and rail service providers. It informs local authority discussions with OxLEP and the National Infrastructure Commission to ensure that wider infrastructure needs arising from regional growth are considered at the national level.

5.150 In some cases, infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance. Evidence documents such as the Council's Water Cycle Study and transport report will be informative and planning applications for each site are required to be supported by Delivery Plans demonstrating how the implementation and phasing of the development shall be secured comprehensively.

5.151 The accommodation of growth in Cherwell to meet Oxford's needs will be accompanied by growth for the same purpose in the other Oxfordshire districts. The Oxfordshire Growth Board, the Oxfordshire Local Enterprise Partnership and the County Council as Highway Authority will therefore be important in ensuring a coordinated response to wider infrastructure needs and in making funding bids to central Government.

5.152 The clear relationship of the Partial Review's strategy to the growth of Oxford and the Oxford Transport Strategy creates further opportunities for securing combined infrastructure improvements to assist with the cumulative transport and highway issues faced by the north Oxford/south Cherwell area.

5.153 The County Council's A44/A4260 Corridor Study provided an assessment of the improvements that could be achieved by re-prioritising private through traffic from the A4260 (Kidlington centre) to the A44 and the implementation of the Rapid Transit proposals for public transport contained within the Oxford Transport Strategy. The development proposals in this Plan provide for those proposals to be enhanced and capitalised upon in the interest of achieving a significant increase in the percentage of people using public transport in the south Cherwell/North Oxford area and in terms of maximising the opportunities for cycling and walking.

5.154 Policy PR11 provides the Councils' commitment to securing the necessary infrastructure to help meet Oxford's needs. It supplements the similar Policy INF1 of the existing Local Plan for meeting Cherwell's needs.

5.155 The Partial Review is also supported by an infrastructure schedule for the planned development and the delivery of the 4,400 homes by 2031. This supplements the updated Infrastructure Delivery Plan (IDP) for the existing Local Plan. The delivery of infrastructure will be monitored through the Council's Annual Monitoring Report process.

5.156 The Council will also monitor the delivery of strategic infrastructure emerging from countywide needs including that identified in the Oxfordshire Infrastructure Strategy and the emerging Oxford to Cambridge Expressway as part of its Annual Monitoring Report.

Policy PR11 - Infrastructure Delivery

The Council's approach to infrastructure planning to contribute in meeting Oxford's unmet housing needs will be to ensure delivery by:

1. Working with partners including central Government, the Local Enterprise Partnership, Oxford City Council, West Oxfordshire District Council, Oxfordshire County Council and other service providers to:

(a) provide physical, community and green infrastructure

(b) identify infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery

2. Completing and keeping up-to-date a Development Contributions Supplementary Planning Document setting out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space

3. Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social, leisure and community facilities, wastewater treatment and sewerage, and with necessary developer contributions in accordance with adopted requirements.

Maintaining Housing Supply

5.157 We need ensure that the homes we are planning for are delivered by 2031. We must also ensure that there is a sufficient supply of deliverable sites to maintain a five year requirement and an additional 5% buffer moved forward from later in the plan period. This is to meet national policy requirements for housing supply, including to provide for choice and competition. The buffer must increase to 20% if there is persistent under-delivery.

5.158 We need to plan our housing supply and monitor delivery to ensure that we meet our requirements. Developers, the Council and partners need to provide homes for those in need in a timely manner and to respond to the market demand.

5.159 The Partial Review of the Local Plan is a focused Plan to help meet the identified unmet needs of Oxford. We have developed a specific strategy to meet Oxford's needs; to fulfil our objectives and achieve a defined vision that does not undermine the delivery of the separate strategy for meeting Cherwell's needs.

5.160 Consequently, it is appropriate and necessary that the monitoring of housing supply for Oxford's needs is undertaken separately from that for Cherwell and only housing supply that meets the vision and objectives for Oxford is approved.

5.161 The Partial Review is a time limited plan. It has been prepared for a specific purpose and to ensure delivery by 2031. There may not be another Cherwell plan that is prepared specifically to meet Oxford's needs. The Oxfordshire Growth Board has agreed in principle to prepare a Plan on a joint basis which may change how Oxford's needs are planned for in the longer term. The five year requirement for Oxford's needs will therefore end in the last five years of the Plan period (2026-2031). Within those last five years the number of years of supply will be equal to the number of remaining years.

5.162 Until that time, we need to maintain a five year supply on a continuous basis. The Oxfordshire Growth Board agreed upon a common assumed start date of 2021 for the commencement of development after the adoption of the respective Local Plan reviews or updates without precluding earlier delivery. This recognised the complexity of the issues involved and to allow for reasonable 'lead-in' times.

5.163 In the interest of achieving well planned, high-quality development, our policies require development briefs to be prepared for each site. Applications for planning permission need to be prepared and considered. This is also a wholly new source of housing supply. There is no previous plan for Oxford's need in Cherwell with 'overspill' housing supply already identified. We therefore agree that the first five year period for monitoring delivery should be 2021 to 2026.

5.164 We need to plan our housing supply through use of a housing trajectory which must:

1. show that the required supply can be delivered by 2031
2. show that a five year supply of deliverable sites can be provided
3. show that there is provision to increase supply over the plan period if for an unanticipated reason the projected rate of housing delivery fall.

5.165 Because the Partial Review is a time limited, focused Plan we have built in a number of measures in the housing trajectory and policy PR12a to ensure that supply can be maintained:

1. we have defined a specific deliverable requirement of 1700 homes for the period 2021-2026
2. we are phasing the delivery of two sites which could be brought forward for earlier delivery if supply was not maintained at the required rate
3. we are requiring developers to clearly show that they can maintain a five year supply for their own sites

5.166 Nevertheless, the Council cannot control the rate at which houses are delivered. If a five year supply cannot be raised for reasons outside the Council's control, planning applications for unplanned development might be submitted. We need to ensure that our objectives and vision are achieved and to avoid harm to the strategy for Cherwell. Consequently, policy PR12b necessitates a formal Council decision that additional land beyond that allocated in the Partial Review is needed to ensure the requisite housing supply and that the proposed developments comply with policy PR1 ('Achieving Sustainable Development for Oxford's needs').

Policy PR12a - Delivering Sites and Maintaining Housing Supply

The Council will manage the supply of housing land for the purpose of constructing 4,400 homes to meet Oxford's needs. A separate five year housing land supply will be maintained for meeting Oxford's needs.

At least 1700 homes will be delivered for Oxford for the period 2021 to 2026 for which a five year land supply shall be maintained on a continuous basis from 1 April 2021. The remaining homes will be delivered by 2031.

Land South East of Kidlington (Policy PR7a - 230 homes) and Land South East of Woodstock (Policy PR10 - 410 homes) will only be permitted to commence development before 1 April 2026 if the calculation of the five year land supply over the period 2021 to 2026 falls below five years.

For the period 2026-2031, the Council will maintain a land supply equivalent to the number of remaining years of that period taking into account any delivery surplus or shortfall and a 5% additional requirement. If there has been a record of persistent under delivery of housing in meeting Oxford's needs, the Council will increase the buffer to 20%.

Permission will only be granted for any of the allocated sites if it can be demonstrated at application stage that they will deliver a continuous five year housing land supply on a site specific basis (i.e. measured against the allocation for the site).

In the interest of securing delivery, planning conditions will be used to place time restrictions on the unimplemented 'life' of planning permissions.

Should planning permission be granted for housing that will be delivered beyond 2031 and which results in the requisite 4,400 homes for Oxford being exceeded, this will be taken into account in meeting Cherwell's housing need in the next Local Plan review.

Should the 4400 homes not be fully delivered by 2031, they will continue to be developed but will not contribute in meeting Cherwell's housing need in the next Local Plan review.

Policy PR12b –Sites Not Allocated in the Partial Review

Applications for planning permission for the development of sites to meet Oxford's needs that are not allocated in the Partial Review will not be supported unless:

1. Cherwell District Council has taken a formal decision that additional land beyond that allocated in the Partial Review is required to ensure the requisite housing supply
2. the proposed developments comply with Policy PR1
3. the site has been identified in the Council's Housing and Economic Land Availability Assessment as a potentially developable site
4. that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community
5. the application is supported by:
 - (a) a comprehensive Development Brief to be agreed by the Council in consultation with Oxfordshire County Council and Oxford City Council
 - (b) a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how a five year supply of housing (for the site) will be maintained year on year
 - (c) a Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) to be agreed with Cherwell District Council
 - (d) a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed with the Council before development commences.
 - (e) a phase I habitat survey and other ecological surveys as appropriate

(f) The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development

(g) a Flood Risk Assessment

(h) a Heritage Impact Assessment which will include measures to avoid or minimise conflict with identified heritage assets within or adjacent to the site

(i) a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures

(j) proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas

(k) draft Heads of Terms for developer contributions to be secured by way of legal agreement.

Our commitment to deliver

6.1 We need to monitor this plan to check the effectiveness of the policies and in particular whether it is delivering sustainable development. Monitoring assesses whether policies are being implemented and if targets are being met. If policies are not being implemented monitoring can explain why and assesses whether specific actions are required.

6.2 For each policy in the Partial Review of the Local Plan we have developed an indicator and a target which will be used to measure the policy's effectiveness and to assess whether or not the objectives are being met.

6.3 The SEA Directive requires monitoring of the significant environmental effects of the implementation of a plan or programme and this monitoring framework is set out in the Sustainability Appraisal accompanying the Partial Review. The SA lists a number of 'significant effects indicators'.

6.4 Data collected on monitoring indicators will be reported on in the Council's Annual Monitoring Report. The monitoring framework is provided at Appendix 5.

6.5 The housing trajectory at Appendix 3 will also be monitored each year in the Annual Monitoring Report in to ensure that the requisite rate of delivery is being achieved.

6.6 The progress in delivering supporting infrastructure, as set out in the Infrastructure Schedule, will also be reported on annually in consultation with service providers including the County Council through our monitoring reports.

6.7 The monitoring results will be reported upon alongside those for the existing, adopted Local Plan and used to assess whether specific actions are required.

6.8 At strategic level, the Oxfordshire Councils work cooperatively through the Oxfordshire Growth Board. The Council will need to ensure that Oxford City Council and its other partners are updated regularly on progress in delivering the allocated sites.

6.9 Policies PR12a and PR12b seek to maintain housing supply in the interest of ensuring that the Partial Review's objectives and vision are achieved. This is a focused Plan which includes changes to the Green Belt for exceptional reasons. It seeks to achieve specific objectives and a vision which are a response to the particular needs of Oxford. Ultimately, if it was clear to the Council that for unanticipated reasons, the vision and objectives could not be met, the Council would need to consider whether to seek revocation of the Plan by the Secretary of State primarily in the interests of protecting the Green Belt and releasing alternative sites.

Policy PRI3 - Monitoring and Securing Delivery

The delivery of the policies within this Partial Review of the Local Plan will be monitored at least annually against the framework at Policy PRI2a in order to complete the construction of 4,400 homes by 2031, to meet the strategic objectives and achieve the vision.

The Council will work closely with relevant site promoters, developers and landowners to ensure that Development Briefs and applications for planning permission are prepared and considered within a timescale that will facilitate the delivery of homes required to deliver the Plan requirement and the maintenance of land supply.

The Council will work in partnership with the Oxfordshire local authorities and other stakeholders to address strategic requirements arising from the cumulative effect of growth in the County. This will include the implementation of Local Plans and County wide strategies such as the Local Transport Plan and the Oxfordshire Infrastructure Strategy.

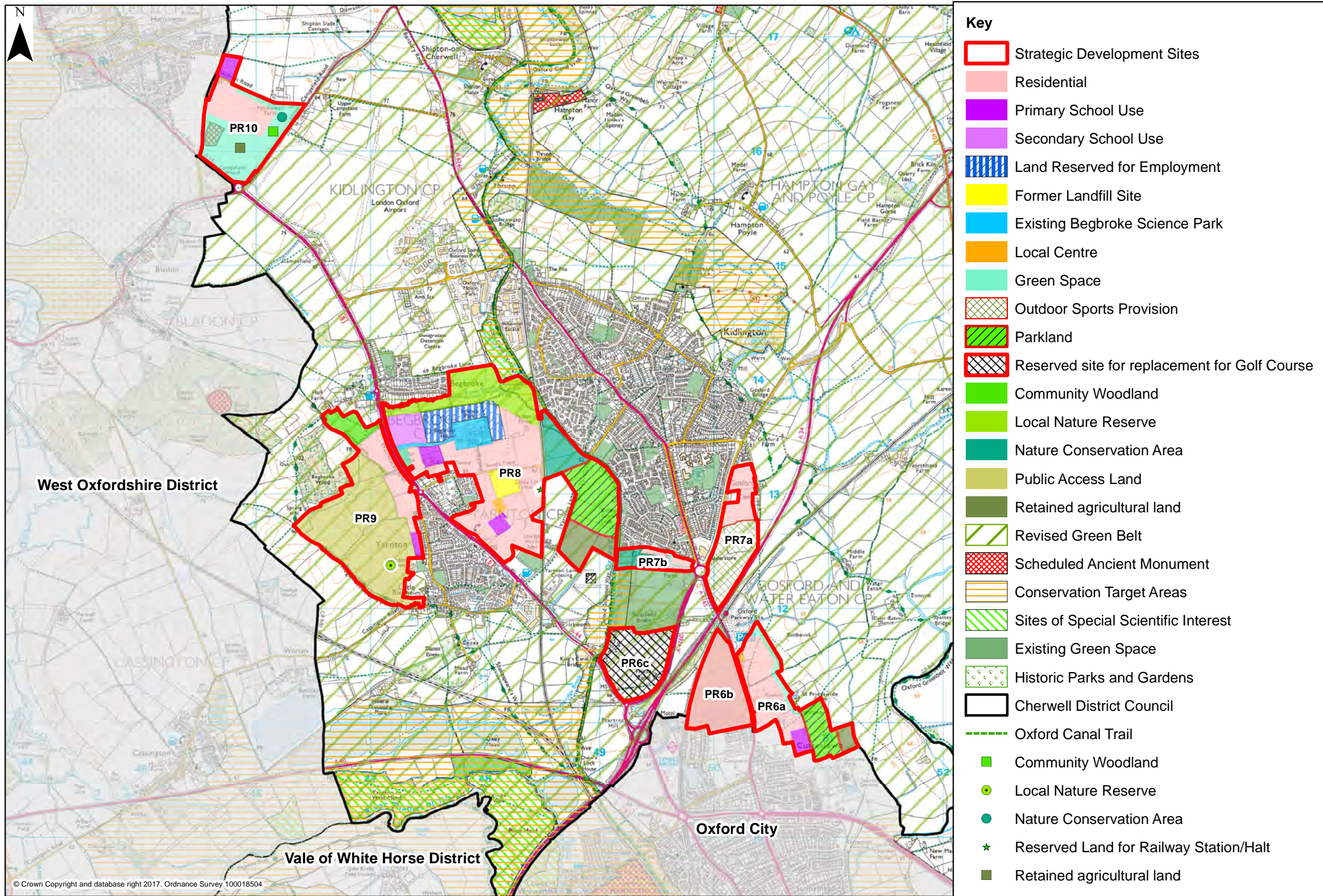
The results of monitoring will be used to assess:

1. whether there are any obstacles to development that the Council can act upon
2. whether there are any obstacles to development that require discussion with site promoters, developers, service and infrastructure providers or Government agencies
3. whether there is a significant risk to the delivery of the Plan's requirements or the maintenance of land supply
4. delivery progress including for reporting to the Oxfordshire Growth Board

If monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Communities and Local Government to revoke the Partial Review under Section 25 of the Planning and Compulsory Purchase Act 2004 in the interest of releasing alternative sites that will achieve delivery by 2031.

Appendix I - Policies Map

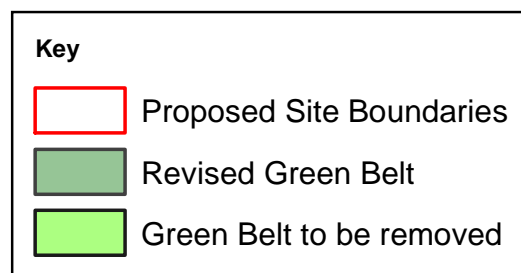
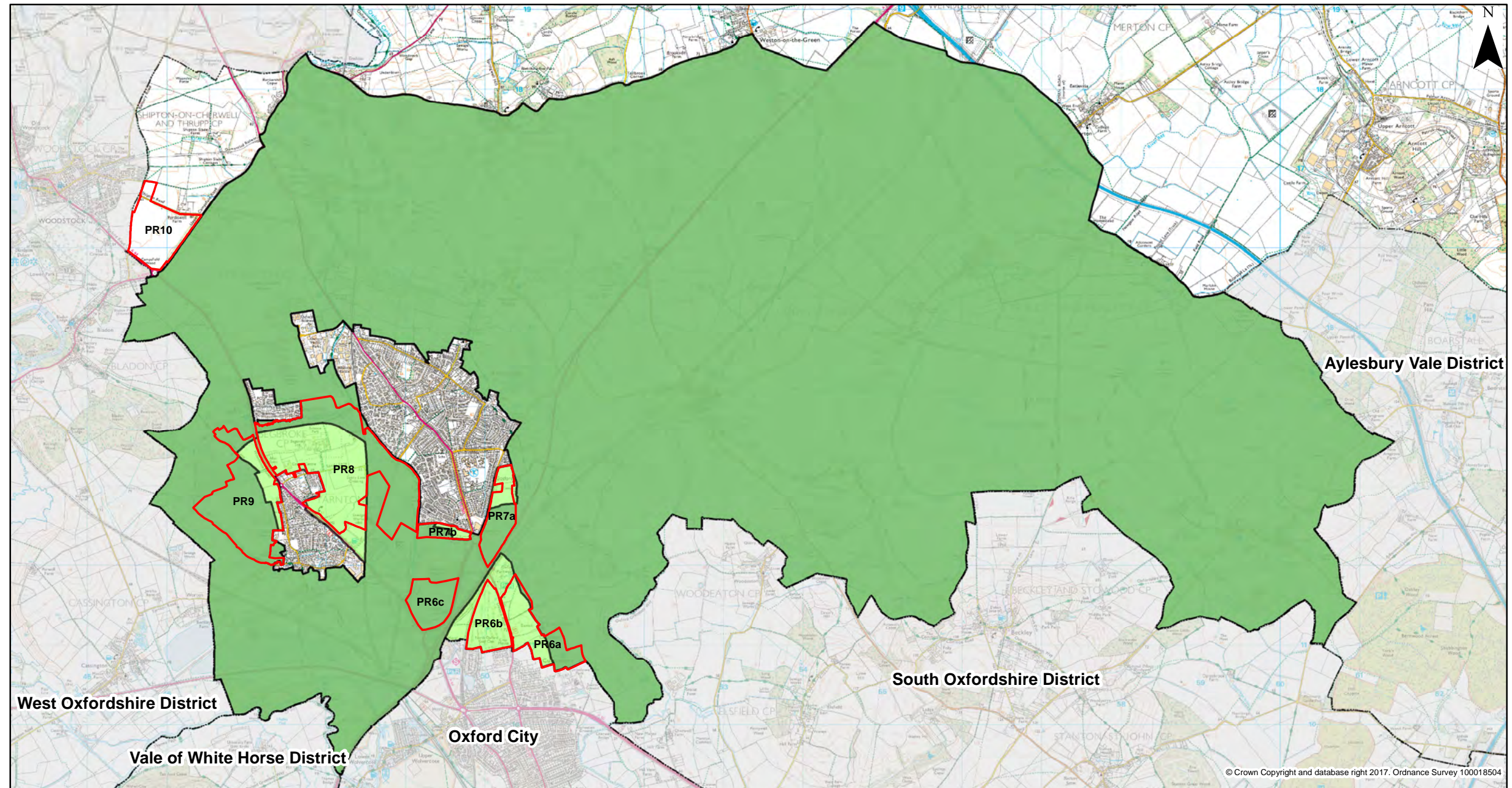
Partial Review of the Cherwell Local Plan 2011-2031 (Part 1) - Proposed Submission
Appendix 1 - Policies Map



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Appendix 2 - Green Belt Plan

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1) - Proposed Submission
Appendix 2 Proposed changes to the Green Belt within Cherwell District



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Appendix 3 - Housing Trajectory

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1) – Proposed Submission
Appendix 3 – Housing Trajectory

Partial Review of the Local Plan - Housing Trajectory															
Total Plan Requirement (2021-2031)	4400 Homes														
Plan Requirement (2021-2026)	1700 Homes														
	Allocation	Scheme & Site Preparation			1st Five Year Supply Period										Total
		18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	
North Oxford															
Policy PR6a – Land East of Oxford Road	650	0	0	0	25	50	75	100	100	100	100	50	50	0	650
Policy PR6b – Land West of Oxford Road	530	0	0	0	0	0	30	75	75	75	75	75	75	50	530
Kidlington															
Policy PR7a – Land South East of Kidlington	230	0	0	0	0	0	0	0	0	30	50	50	50	50	230
Policy PR7b – Land at Stratfield Farm	100	0	0	0	25	50	25	0	0	0	0	0	0	0	100
Begbroke															
Policy PR8 – Land East of the A44	1950	0	0	0	50	100	225	225	225	225	225	225	225	225	1950
Yarnton															
Policy PR9 – Land West of Yarnton	530	0	0	0	30	75	75	75	100	100	50	25	0	0	530
Woodstock															
Policy PR10 – Land South East of Woodstock	410	0	0	0	0	0	0	0	0	50	100	100	100	60	410
Total	4400	0	0	0	130	275	430	475	500	580	600	525	500	385	4400
Five Year Housing Land Supply Requirement															
Housing Requirement 2021-2026	1700														
Annual Requirement	340														
Requirement to date	0														
Completions	0														
Shortfall / Surplus	0														
Base Requirement over next 5 years	1700														
Base requirement with shortfall / surplus	1700														
Plus 5% (NPPF)	1785														
Annual requirement over next 5 years	357														
Deliverable supply over next 5 years	1810														
Total years supply	5.1														

Appendix 4 - Infrastructure Schedule

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
Transport & movement											
1.	Explore potential for a new rail station/halt between Kidlington and Begbroke	Identify potential for future new rail services and stations that reduce the reliance on private car for inter urban travel	Desirable	Long term	TBC	TBC	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University	LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	LPI PR representations on behalf of OU	
2.	Expansion of Water Eaton P&R	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	Long term	TBC	TBC	OCC, bus service providers, private developers	LTP4 LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites,	OCC OTS	
3.	Explore potential for a P&R at London Oxford Airport	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	Long term	TBC	TBC	OCC, bus service providers, private developers	LTP4 LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS	
4.	Bus Lane improvements along the A4260/A4165	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4/OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
4a	Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing site A4260 – southbound bus lane from The Moors to Benmead Road	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	All LPI PR sites		
4b	A4260 – southbound bus lane from The Moors to Benmead Road	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	All LPI PR sites		
4c	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	All LPI PR sites		
4d	Northbound bus lane Summerhill Road to Davenant Road	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	All LPI PR sites		
4e	Southbound bus lane from Rawlinson road to St Margaret's Road	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	All LPI PR sites		
5	Signalised junctions along the A4260/A4165 corridor to improve bus movements	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS TA (ITP)	
5a	A4260/Bicester Road Signalised junction – RT detection	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS TA (ITP)	
5b	A4260/Lyne Road Signalised junction - RT detection	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS TA (ITP)	
5c	Langford Lane/A4260 junction improvements with bus lanes on some approaches	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	OCC OTS TA (ITP)	
6	Bus Lane improvements along the A44/A4144	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8 PR9 PR10	OCC OTS TA (ITP)	
6a	Southbound bus lane on A44 from the new southern exit from East Yarnton (Begbroke) through to Loop Farm Roundabout	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8 PR9 PR10	OCC OTS TA (ITP)	
6b	Southbound bus lane on A44, Langford Lane to Spring Hill junction	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8 PR9 PR10	OCC OTS TA (ITP)	
6c	Extend Northbound bus lane on Woodstock Road to	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8 PR9	OCC OTS TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
	Bainton Road (currently stops at Moreton Road)							Delivery (PR 11)	PR10		
6d	Northbound bus lane on A44 between Langford Lane and Bladon Roundabout. Southbound bus lane from approximately 200m south of Bladon roundabout to Langford Lane		Critical	Medium term	TBC	TBC			PR8 PR9 PR10	OCC OTS TA (ITP)	
7	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A1144 corridor)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR 11)	PR8	OCC OTS TA (ITP)	
8	Junction improvements facilitating cross-corridor bus movements (A44 to/from A4260)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR 11)	All LPI PR sites	OCC OTS TA (ITP)	
8a	Left turn bypass lane from A4095 Upper Campsfield Road to A44		Critical	Medium term	TBC	TBC			All LPI PR sites	OCC OTS	
8b	Bus only left turn filter A44 to Langford Lane		Critical	Medium term	TBC	TBC			All LPI PR sites	TA (ITP)	
8c	Signalising A4095 Upper Campsfield Road/A4260 junction		Critical	Medium term	TBC	TBC	OCC, bus service providers, private developers		All LPI PR sites	OCC OTS	
8d	Upgrade of outbound bus stop on A4165 opposite Parkway		Critical	Medium term	TBC	TBC			All LPI PR sites	TA (ITP)	
9	Cycle super highway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR 11)	All LPI PR sites	TA (ITP)	
9a	Cycle super highway along the A4260/A4165 to Oxford Parkway		Critical	Medium term	TBC	TBC	OCC private developers				
9b	Cycle super highway along A4165 from Oxford Parkway to Oxford city centre		Critical	Medium term	TBC	TBC	OCC private developers				
10.	Sandy Lane – pedestrian and cycle new link over railway	Improve sustainable cross corridor connections between the A44 and the	Critical	Medium term	TBC	TBC	OCC private developers	LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a)	PR8	OCC TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site	Source	Delivery status
		A4260	Critical Necessary Desirable	St.2018- 2021 Mt.2021 -2026 Lt 2026 - 2031	(where known)	(where known)		LPI PR: Infrastructure Delivery (PR I)			
11.	Cycle and pedestrian improvements	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4)	PR10 PR9 PR8	OCC TA (ITP)	
11a	Cycle and pedestrian improvements along the A44 (between Bladon Roundabout and Peartree Roundabout) enabling: a) improved cycling facilities to link onto planned improvements to Pear Tree Roundabout and cycle route along Woodstock Road (south of the A34) into Oxford b) high quality crossing for shared use path through Langford Lane junction and across the A44 (Shared Use Path improvements and new provision)							LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR I)	All LPI PR sites	OCC TA (ITP)	
11b	Cycle and pedestrian improvements along Langford Lane including enhancement to formalise crossing. Shared Use Path (SUP) on the western end of Langford Lane and hybrid cycle lanes for the eastern end.										
12.	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Desirable	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4)	All LPI PR sites	OCC TA (ITP)	
12a	20mph zone in centre of Kidlington on A4260 between Lyne Road and Sterling Approach	Integration of land use and transport in response to provide safe and attractive	Desirable	Medium term	TBC	TBC	OCC private developers	LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR I) LPI PR: Infrastructure centre (PR4b) Kidlington Masterplan	All LPI PR sites	OCC TA (ITP)	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LPI, LTP & Emerging LPI PR Policies)	LPI PR site policy	Source	Delivery status
		environments particularly in and around settlement centres									
13	Pedestrian/Cycle bridges (wheelchair accessible)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4)	N/A	N/A	
13a	Pedestrian/Cycle bridge over the Oxford Canal and Railway	transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LPI PR: Sustainable Transport (PR4a)	PR8	TA (ITP)	
13b	Sandy Lane Level Crossing pedestrian/cycle bridge		Critical	Medium term	TBC	TBC	OCC private developers	LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure		OCC TA (ITP)	
13c	Pedestrian/Cycle bridge over the Oxford Canal linking Stratfield Farm (PR7b) to Land East of the A44 (PR8)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4)	PR7b PR8	OCC TA (ITP)	
13d	Upgrade existing footbridge over the railway linking to Northern Gateway to pedestrian/cycle/Wheelchair accessible providing links to Northern Gateway		Critical	Medium term	TBC	TBC	OCC private developers	LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR6b	OCC TA (ITP)	
13e	Kidlington roundabout: provision of pedestrian/cycle crossing at the roundabout and exploring the potential for a pedestrian/cycle bridge over Frieze Way		Critical	Medium term	TBC	TBC	OCC private developers		PR6a PR6b PR7a PR7b	OCC	
14	Reduction of speed limit and pedestrian/cycling crossing at key locations along the A44 (from Sandy Lane to Cassington Road)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4)	PR9 PR8	OCC TA (ITP)	
15	Footpaths/cycleways within proposed development sites that link new development to existing and proposed networks	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure	All LPI PR sites	PRoW Management Plan 2014	

No.	Projects	Main aim	Priority Critical Necessary Desirable Critical	Phasing St.2018- 2021 Mt.2021 - 2026 Lt 2026 - 2031 Medium term	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LPI, LTP & Emerging LPI PR Policies)	LPI PR site policy	Source	Delivery status
15a	Pedestrian/cycling/wheelchair accessibility from land east of Oxford Road (PR6a) to Water Eaton Park and Ride and Oxford Parkway Station		Critical	Medium term	TBC	TBC	OCC private developers	Delivery (PR11) LPI PR: Infrastructure	PR6a	TA (ITP)	
15b	Pedestrian/cycling/wheelchair accessibility from land west of Oxford Road (PR6b) to the employment opportunities at Oxford's Northern Gateway	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR6b	TA (ITP)	
15c	Pedestrian/cycling/wheelchair accessibility across A4165 from Land west of Oxford Road (PR6b) to services and facilities at Land East of Oxford Road (PR6a) and Oxford Parkway		Critical	Medium term	TBC	TBC	OCC private developers	Delivery (PR11) LPI PR: Infrastructure	PR6b	TA (ITP)	
15d	Footway along southbound carriage way of Bicester Road	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR7a	TA (ITP)	
15e	Pedestrian/cycling/wheelchair accessibility to Oxford Parkway, Water Eaton P&R, across to Bicester Road and to formal sports pitches on site	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR7a	CDC	
15f	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including suitable crossing over the Oxford Canal)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	Delivery (PR11) LPI PR: Infrastructure	PR7b PR8	TA (ITP)	
15g	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to key facilities on the A4165 including proposed sporting facilities at Land South East.	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure	PR7b	CDC	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LPI, LTP & Emerging LPI PR Policies)	LPI PR site policy	Source	Delivery status
	Kidlington (PR7a) and Oxford Parkway Canal							Delivery (PR I I) LPI PR: Infrastructure			
15h	Create pedestrian, cycle and wheelchair friendly crossings which link new development at Land South East of Woodstock to existing and proposed networks including Oxford Road and Campsfield Road.	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC		OCC private developers		PR10	CDC	
15i	Pedestrian and cycle improvements linking Kidlington, Begbroke and Yarnton: Potential closure/unused of Sandy Lane to form green cycle/pedestrian route linking the A44 and the A4260 (Subject to consultation with OCC). This will be the central spine of a network of footpaths/cycle ways through Land east of the A44 (PR8) and it will be cycle/pedestrian/wheelchair accessible. Improving Green Lane linking Sandy Lane/Yarnton Road and the A44 to become a cycle track.	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR I I) LPI PR: Infrastructure	PR8	TA (ITP)	
15j	New walking and cycling routes from Land West of Yarnton (PR9) through Yarnton	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR I I) LPI PR: Infrastructure	PR9	TA (ITP)	
15k	Pedestrian, cycle and wheelchair connections between Land South East of Woodstock and Woodstock including provision and improvement along the A44	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers		PR10	TA (ITP)	
15l	Pedestrian, cycle and wheelchair connections across the site linking the public open space with the wider footpath	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable	PR10	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
			Critical Necessary Desirable	St.2018- 2021 Mt.2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		(LPI, LTP & Emerging LPI PR Policies)			
	network and A44 cycle route via new crossing points over the A44 and Upper Campsfield Road							Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure			
15m	New public bridleways suitable for pedestrians, all-weather cycling, wheelchair use and horse riding, and connecting with existing public right of way network including existing bridleway at Dolton Lane.	Improving accessibility and active travel	Desirable	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR9	CDC	
15n	Public vehicular, cycle, pedestrian and wheelchair connectivity within the Land West of Yarnton site to services and facilities in Yarnton including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.	Ensure safe access and integration with existing road network	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR9	OCC	
15o	Creation of routes/green infrastructure links to ensure a layout that affords good access to Woodstock	Ensuring integration with existing development and transport networks, improving accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11) LPI PR: Infrastructure	PR10	CDC	
16	Vehicular spine route through Land East of the A44 (suitable for use by buses)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8	TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
17	Highways Works to Kidlington Roundabout/Oxford Road to enable site access for Land at Stratfield Farm	Ensure safe access and integration with existing road network	Critical Necessary Desirable Critical	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031 Medium term	TBC	TBC	OCC private developers	LPI PR: Infrastructure Delivery (PR 1)	PR7b	OCC	
Education											
18	Primary School 2FE at Land East of Oxford Road	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR 1)	PR6a PR7a PR7b	OCC	
19	Primary School 3FE at Land East of the A44		Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR 1)	PR8	OCC	
20	Additional playing field land (c.1.5ha) to be provided at William Fletcher Primary School to facilitate a 0.5 FE expansion of the school to a 2 FE.	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR 1)	PR9	OCC	
21	Primary School 2FE at Land South East of Woodstock		Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR 1)	PR10	OCC	
22	Secondary school (900-place) at Land East of the A44 with playing pitches located to help maintain a gap between the development and Begbroke village	Expand existing and provide new schools to match the needs of residents and businesses.	Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR 1)	All sites	OCC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site	Source	Delivery status
23	SEN and early years school provision to meet projected needs either on site (including land) or adequate contributions to enable existing facilities to expand.		Critical	Medium term	TBC	TBC	OCC Private sector developers	LPI: Meeting education needs (BSC7) LPI PR: Infrastructure Delivery (PR11)	All sites	OCC	
Utilities											
24	Water supply links and network upgrades	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined by individual developers	To be funded by TW and private developers	Thames Water Private sector developers	LPI: Public Service and Utilities (BSC9) LPI: Water Resources (ESD8) LPI PR: Infrastructure Delivery (PR11)	All sites	Thames Water on LPI IDP update	TW currently preparing AMP7 (2020-2025) which will provide specification of upgrades. To be funded and provided as development comes forward.
25	Sewerage links and treatment works upgrade										
26	Oxford WwTW upgrade potential - TBC	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined by individual developers	To be funded by TW and private developers	Thames Water Private sector developers		PR6a, PR6b, PR6c, PR7a, PR7b, PR8, PR9, PR10	WCS Draft April 2017	
27	Woodstock WwTW upgrade		Critical	Short to medium term							
28	Water conservation measures	Promote sustainable use of water: Maintaining quality and adequate resources	Critical	Short to medium term	Costs to be determined by individual developers	To be funded by TW and private developers	Thames Water Private sector developers	LPI: Water Resources (ESD8) LPI: Protection of Oxford Meadows SAC (ESD9) LPI PR: Infrastructure Delivery (PR11)	All sites		Developers to engage with TW to draw up water and drainage strategies outlining the development's water and waste water infrastructure.

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LPI, LTP & Emerging LPI PR Policies)	LPI PR site policy	Source	Delivery status
29	Agreement in principle needed with DNO (Southern Electric Power Distribution) for any modification to overhead lines or development beneath overhead lines/undergrounding of overhead lines in relation to any development site.	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by SEPD and private developers	SEPD Private sector developers	LPI: Public Service and Utilities (BSC9) LPI PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR8 PR9	SEPD Consultation Nov.16-Jan17 Consultation	
Flood risk											
30	Agreement in principle from TW that foul drainage from the site will be accepted into their network as part of any planning application	Reducing potential flooding and pollution risks from surface water.	Critical	Short to medium term	Costs to be determined as individual development comes forward	TW Private sector developers	TW Private sector developers	LPI: Sustainable Flood Risk Management (ESD6) LPI: Sustainable Drainage Systems (SuDS) (ESD7) LPI: Water Resources (ESD8)	All	SFRA L2May 2017	
31	Site specific FRA with detailed analysis and ground investigation to inform SuDS techniques and demonstrating suitable dry site access and egress for each development site.		Critical	Short to medium term	Costs to be determined as individual development comes forward	Private sector developers	EA TW Private sector developers	LPI: Protection of Oxford Meadows SAC (ESD9) LPI PR: Infrastructure Delivery (PR11)	All	SFRA L2May 2017	
32	Provision of blue corridors for public open space/ recreation within those areas of the site in FZ 3		Critical	Short to medium term		Private sector developers	EA Private sector developers		PR6a PR7a PR8	SFRA L2May 2017	
Emergency and rescue services											
-	No known schemes		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Health											
33	Provision of GP health facilities: either through redevelopment of Exeter Hall to accommodate existing practices in larger premises as a preferred approach or through Local Centre space allocated as part of PR6a and PR8.	Ensure health infrastructure grows at the same rate as communities	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LPI: Securing health and wellbeing (BSC8) LPI PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b PR8 PR9	OCCG CDC	
34	Contribute to provision of GP health facilities in near.	Ensure health infrastructure grows	Critical	Medium to Long term	TBC	OCCG Private	OCC Private developers	LPI: Securing health and wellbeing (BSC8)	PR10	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site	Source	Delivery status
	Woodstock either as part of WODC resolution to approve application 16/01364/OUT or through WODC emerging Local Plan.	at the same rate as communities	Necessary Desirable	St.2018- 2021 Mt.2021 - 2026 Lt 2026 - 2031	(where known)	developers		LPI PR: Infrastructure Delivery (PR 1)			
Community infrastructure											
35	Sports hall at PR8 Secondary School for shared community use –one additional 4 court sports hall to Sport England specification 34.5 x 20 x 7.5 (690 sqm)	Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure	Necessary	Medium Term	TBC	Private developers	OCC CDC Private developers	LPI: Indoor Sport Recreation and Community Facilities (BSC12) LPI PR: Infrastructure Delivery (PR 1)	All sites	CDC OCC	
36	Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre		Necessary	Long Term	TBC	Private developers	CDC Private developers	LPI: Indoor Sport Recreation and Community Facilities (BSC12) LPI PR: Infrastructure Delivery (PR 1)	All sites	CDC	
37	Community building as part of onsite local centre at Land East of Oxford Road	Creation of a sustainable, mixed use development which provides opportunities for community cohesion	Necessary	Long Term	TBC	Private developers	CDC Private developers	LPI: Indoor Sport Recreation and Community Facilities (BSC12) LPI PR: Infrastructure Delivery (PR 1)	PR6a PR6b		
38	Community building as part of onsite local centre at Land East of A44		Necessary	Long Term	TBC	Private developers	CDC Private developers	LPI: Indoor Sport Recreation and Community Facilities (BSC12) LPI PR: Infrastructure Delivery (PR 1)	PR8		
39	Extension to Kidlington Cemetery	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long terms	TBC	TBC	Kidlington PC CDC Private developer	LPI: Indoor Sport Recreation and Community Facilities (BSC12) LPI PR: Infrastructure Delivery (PR 1)	PR7a		
Open space, recreation and biodiversity											
40	Oxford Canal – Improvement to towpath infrastructure	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long term	TBC	Private developers	CDC Private developers	LPI: Open Space, Outdoor Sport Recreation Provision (BSC10) LPI: The Oxford Canal		Canal & River Trust Nov.16-Jan17 Consultation	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LPI, LTP & Emerging LPI PR Policies)	LPI PR site policy	Source	Delivery status
								(ESD16) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)			
41	Compensatory land for open space, countryside access and improvements	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	TBC	Private developers	CDC Private developers	LPI: Open Space, Outdoor Sport Recreation Provision (BSC10)	PR6a PR7a PR7b PR8 PR9	CDC	
41a	c. 16 ha at Land east of the Oxford Road							Local Standards of Provision - Outdoor Recreation (BSC11)	PR6a	CDC	
41b	c. 21.45ha at Land South East of Kidlington							Local Standards of Provision - Outdoor Recreation (BSC11)	PR7a	CDC	
41c	c. 6.80 ha at Land at Stratfield Farm							Local Standards of Provision - Outdoor Recreation (BSC11)	PR7b	CDC	
41d	c. 79 ha at Land East of the A44							Local Standards of Provision - Outdoor Recreation (BSC11)	PR8	CDC	
41e	c. 82ha at Land West of Yarnton							Local Standards of Provision - Outdoor Recreation (BSC11)	PR9	CDC	
42	c. 32ha of compensatory land to ensure the protection of the Blenheim Villa SAM and the setting of Blenheim Palace WHS and Grade I Registered Park and Gardens	Compensatory improvements for the protection and improvement of historic assets	Critical	Short to Medium term	TBC	Private developers	CDC Private developers	LPI: Oxford Green Belt (ESD14) LPI PR: The Oxford Green Belt (PR3)	PR10	CDC	
43	Provision of formal sports, play areas and allotments to adopted standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC	Private developers	CDC Private developers	LPI: The Character of the Built and Historic Environment (ESD15) LPI PR: The Oxford Green Belt (PR3) LPI PR: Infrastructure Delivery (PR11)	All sites	CDC	
43a	Formal sport pitches provision at Land South East Kidlington (PR7a) including 2 3G football pitches and 1 cricket ground	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	TBC	Private developers	CDC Private developers	Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR7a	CDC	
43b	Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G, and increasing its size.	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	TBC	Private developers	CDC Private developers	LPI: Improved Transport	All LPI PR sites	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
43c	Marked running routes associated with both existing green space and new open space on strategic sites	communities and current deficiencies in provision are addressed	Necessary	Medium term	TBC	Private developers	CDC Private developers	LPI, LTP & Emerging LPI PR Policies and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites	CDC	
43d	Golf course relocation - if relocation needed to be delivered at Land at Frieze Way Farm PR6c		TBC	TBC	TBC	Private developers	CDC Private developers		PR6b PR6c	CDC	
44	Amenity open space, natural and semi natural green space and Parks and Gardens to be provided as part of development in accordance to standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC	Private developers CDC	CDC Private sector developers	LPI: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	All LPI PR Sites	CDC	To be delivered through: • Development sites through the planning application process in accordance to Local Plan
44a	Extension to Cutteslowe Park (c.11ha) including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Short to Long term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR6a	CDC	requirements and Tables 8 and 9. • New provision by public bodies or organisations; and • Public access agreements to privately owned sites.
44b	Allotments to be provided as in accordance to LPI	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Short to Long term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR6a PR6b PR9 PR8 PR10	CDC	To be delivered through policy requirement for all sites comprising

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status	
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				(ESD17) LPI PR: Infrastructure Delivery (PR11)				275 + dwellings.
44c	Retention of c. 3 ha of land in agricultural as part of Land East of the Oxford Road (PR6a)		Desirable	Medium term	TBC	TBC	CDC Private sector developers		PR6a	CDC		
44d	Retention of c. 12 ha of land in agricultural as part of Land East of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport/Recreation Provision (BSC10)	PR8	CDC		
44e	Protection of the orchard and waterbody at St. Frideswide Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	TBC	TBC	CDC Private sector developers	Local Standards of Recreation - Outdoor Recreation (BSC11)	PR6a	CDC		
44f	Enhancements to woodland area (along northern boundary of PR6b)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	TBC	TBC	CDC Private sector developers	Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR6b	CDC		
44g	Protection and improvement of Orchard in Stratfield Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport/Recreation Provision (BSC10)	PR7b	CDC		
44h	Public open green space as informal canal side parkland on 21 hectares of land as shown	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC	TBC	CDC Private sector developers	Local Standards of Recreation - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR8	CDC		
44i	New community woodland to the north west of PR9 developable area and to the east of Dolton Lane	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport/Recreation Provision (BSC10)	PR9	CDC		
44j	New community woodland within Land South East of Woodstock (PR10)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC	TBC	CDC Private sector developers	Local Standards of Recreation - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR10	CDC		

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
45	Green Infrastructure corridors and active travel : Green Infrastructure network connecting wildlife corridors (including through developable areas), improving existing corridors and improving and protecting hedgerows network and protection of mature trees	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Short to Long term	TBC	TBC	CDC Private sector developers	LPI: Open Space, Outdoor Sport, Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	All sites	CDC	
45a	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all-weather cycle route along PR6a's eastern boundary. Connecting Cuteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with existing ProW network		Necessary	Medium term	TBC	TBC	CDC BBOWT Private sector developers	LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR6a	CDC	
45b	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community Woodland at PR9 and Begbroke Wood	Provision of open space and green infrastructure to meet growth needs	Necessary	Medium term	TBC	TBC	CDC OCC BBOWT Private sector developers	LPI: Open Space, Outdoor Sport, Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR9		
45c	New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	TBC	TBC	CDC OCC BBOWT Private sector developers	LPI: Open Space, Outdoor Sport, Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR8	CDC	
45d	Protection and enhancement of Sandy Lane and Yarnon Lane as green links and wildlife corridors and wildlife		Necessary	Medium term	TBC	TBC	CDC OCC BBOWT Private sector	LPI: Open Space, Outdoor Sport, Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR8	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		(LPI, LTP & Emerging LPI PR Policies)			
	connectivity from Sandy Lane to the proposed Local Nature Reserve at Land east of the A44 (PR8)						developers	LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)			
45e	Green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line. Includes improvement of the existing network including within the Lower Cherwell CTA and to the Rushy Meadows SSI, the Meadows West of the Oxford Canal Local Wildlife Site and to Stratfield Farm (PR7b)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	TBC	TBC	CDC OCC BBOWT Private sector developers	LPI: Open Space, Outdoor Sport, Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LPI: Improved Transport and Connections (SLE4) LPI PR: Sustainable Transport (PR4a) LPI PR: Infrastructure Delivery (PR11)	PR8	CDC	
45f	Nature conservation area (c.6ha) with potential to link to and extend Stratfield Brake DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	LPI: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be delivered following the progression of the Strategic Sites through the planning application process
45g	Community Woodland east of Dolton Lane PR9/Community Woodland on the west ern side of PR10		Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers		PR9	CDC	
45h	Local Nature Reserve based on Rowel Brook at Land East of the A44 (PR8)	Enhance natural environment by maximising opportunities for	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector	LPI: Protection and Conservation of Biodiversity and the Natural Environment	PR8	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site policy	Source	Delivery status
			Critical Necessary Desirable	St.2018- 2021 Mt.2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		(LPI, LTP & Emerging LPI PR Policies)			
45i	Local Nature Reserve based on Frogwelldown Lane DWYS and educational opportunities for PS (PR9)	improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	(ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR9	CDC	
45j	Local Nature Reserve at Land West of Yarrton. (c.7.8ha) accessible to William Fletcher Primary School		Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	LPI: Protection and Conservation of Biodiversity and the Natural Environment (ESD10)	PR9	CDC	
45k	New nature conservation area accessible by the local community		Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR10	CDC	
46	Development proposals for Land East of the A44 (PR8) are required to undertake an investigation of the former land field site south of Sandy Lane to then remediate the site for a use compatible with the proposals and retained uses in the area as detailed in Policy PR8	Establishing if land contamination has the potential to be present on historic land uses and surrounding area and explore remediation	Desirable	Medium Term	TBC	Private developer	CDC EA Private developer	1996 Local Plan Saved Policy: Development on contaminated Land (ENV12)	PR8	CDC	
47	Ecological Mitigation and Compensation - habitat creation and management.	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOT Private sector developers	LPI: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) (ESD17) LPI PR: Infrastructure Delivery (PR11)	All LPI PR sites PR6a PR7a PR7b PR9	CDC CDC	To be delivered following the progression of the Strategic Sites through the planning application process
47a	Farmland bird compensation required from proposals for site policies PR6a, PR7a, PR7b, PR9 and PR10										

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LPI PR site	Source	Delivery status
47b	A nature conservation area on c. 12.6 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane		Critical Necessary Desirable Necessary	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031 Short to Long term	TBC	TBC	CDC OCC BBOT Private sector developers	(LPI, LTP & Emerging LPI PR Policies)	PR8	CDC	To be delivered following the progression of the Strategic Sites through the planning application process
47c	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOT Private sector developers	LPI: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR9		
47d	Examination of provision of wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Break DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOT Private sector developers	LPI: Protection and Conservation of Biodiversity and the Natural Environment (ESD10)	PR6b	CDC	
48	Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area	Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LPI PR: Infrastructure Delivery (PR11)	PR7b	CDC	

Appendix 5 - Monitoring Framework

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1) – Proposed Submission Appendix 5 – Monitoring Framework

Plan Monitoring Schedule

Policy Reference	Policy Title	Local Plan Indicators	Targets
PR1	Achieving Sustainable Development for Oxford's Needs	4,400 homes – commitments and completions Delivering the Vision, objectives and Policies in the Plan Delivery of the Infrastructure Schedule and Infrastructure Plan requirements	Deliver the requirements of Policy PR1: Sites delivered by 2031 Delivery of Infrastructure requirements
PR2	Housing Mix, Tenure and Size	Net affordable housing completions/acquisitions per tenure, mix and size that specifically meet the needs of Oxford City. -80% affordable/social rent -20% intermediate affordable -25 -30% - 1 bed -30 -35% - 2 bed -30 -35% - 3 bed -5 -10% - 4+ beds Mix of sizes of market homes – create socially mixed and inclusive communities Provision for key workers as part of both affordable and market homes Self-build or self –finish housing	Deliver the requirements of Policy PR2.
PR3	The Oxford Green Belt	Removal of areas of land in association with the strategic development sites PR6a – 32.09 ha PR6b – 31.5 ha PR7a – 10.75 ha PR8 – 111.79 ha PR9 – 17.6 ha PR3a – 7.5 ha PR3b – 0.7 ha PR3c – 12.77 ha PR3d – 9.2 ha PR3e – 14.7 ha	Safeguarding of land beyond plan period for development Establish clear permanent boundaries to the Green Belt

Policy Reference	Policy Title	Local Plan Indicators	Targets
		Safeguarding of land identified in the policy	
PR4a	Sustainable Transport	<p>Strategic sites to provide proportionate financial contributions directly related to the development for:</p> <p>Highway improvements to Infrastructure and services for public transport</p> <p>Provision of land to support implementation of schemes in LTP4, A44/A4260 and other transport mitigation assessment</p> <p>Improved bus service</p> <ul style="list-style-type: none"> • A44/A4144 corridor • A4260/A4165 • Cross corridors: Langford Lane, Frieze Way. 	<p>Deliver policy PR4a:</p> <p>Secure proportionate financial contributions for sustainable transport from strategic sites.</p> <p>Identify schemes for delivery</p> <p>S106 legal agreements for transport delivery with timescales. Include transport provision in masterplans for strategic sites</p>
PR4b	Kidlington Centre	<p>Sustainable transport improvements</p> <p>Associated infrastructure</p> <p>Improve natural and built environment</p>	Deliver Policy PR4b and Kidlington Masterplan
PR5	Green Infrastructure	<p>Protect and enhance green infrastructure (GI)</p> <p>Incorporate existing GI in new layouts</p> <p>Connect existing and new GI</p> <p>Restore and/or recreate habitats in new development</p> <p>Protect existing trees and new planting</p> <p>Provide GI along movement corridors</p> <p>Maintain GI</p> <p>GI benefits to the Green Belt</p> <p>Multi-functioning GI</p>	Deliver Policy PR5: Secure Green Infrastructure improvements
PR6a	Land East of Oxford Road	<p>Deliver 650 dwellings (net) on 24 ha of land</p> <p>Sustainable Development</p> <p>50% affordable homes</p> <p>3 Form entry Primary School</p> <p>0.5 ha Local Centre</p> <p>Formal sports, play areas and allotments</p> <p>11 hectares of Public green space and extension to Cutteslowe Park</p>	Deliver Policy PR6a: Preparation of Development Brief

Policy Reference	Policy Title	Local Plan Indicators	Targets
		Green infrastructure corridor on 8 ha with all public benefits listed in the policy.	
PR6b	Land West of Oxford Road	Residential completions	Deliver policy PR6b: Preparation of Development Brief
PR6c	Land at Frieze Farm	Residential completions	Deliver policy PR6c: Preparation of Development Brief
PR7a	Land South East of Kidlington	Residential completions	Deliver policy PR7a Preparation of Development Brief
PR7b	Land at Stratfield Farm	Residential completions	Deliver policy PR7b Preparation of Development Brief
PR8	Land East of the A44	Residential completions	Deliver policy PR8 Preparation of Development Brief
PR9	Land West of Yarnton	Residential completions	Deliver policy PR9 Preparation of Development Brief
PR10	Land South East of Woodstock	Residential completions	Deliver policy PR10 Preparation of Development Brief
PR11	Infrastructure Delivery	Projects contained in the Infrastructure Schedule accompanying the adopted LPI PR and their delivery according to its phasing Prepare and provide Infrastructure Schedule updates in cooperation with relevant infrastructure partners	Key Infrastructure to be delivered in accordance with LPI PR Infrastructure Schedule
PR12a	Delivering Sites and	Ensuring delivery of sites and demonstrating	Monitoring of

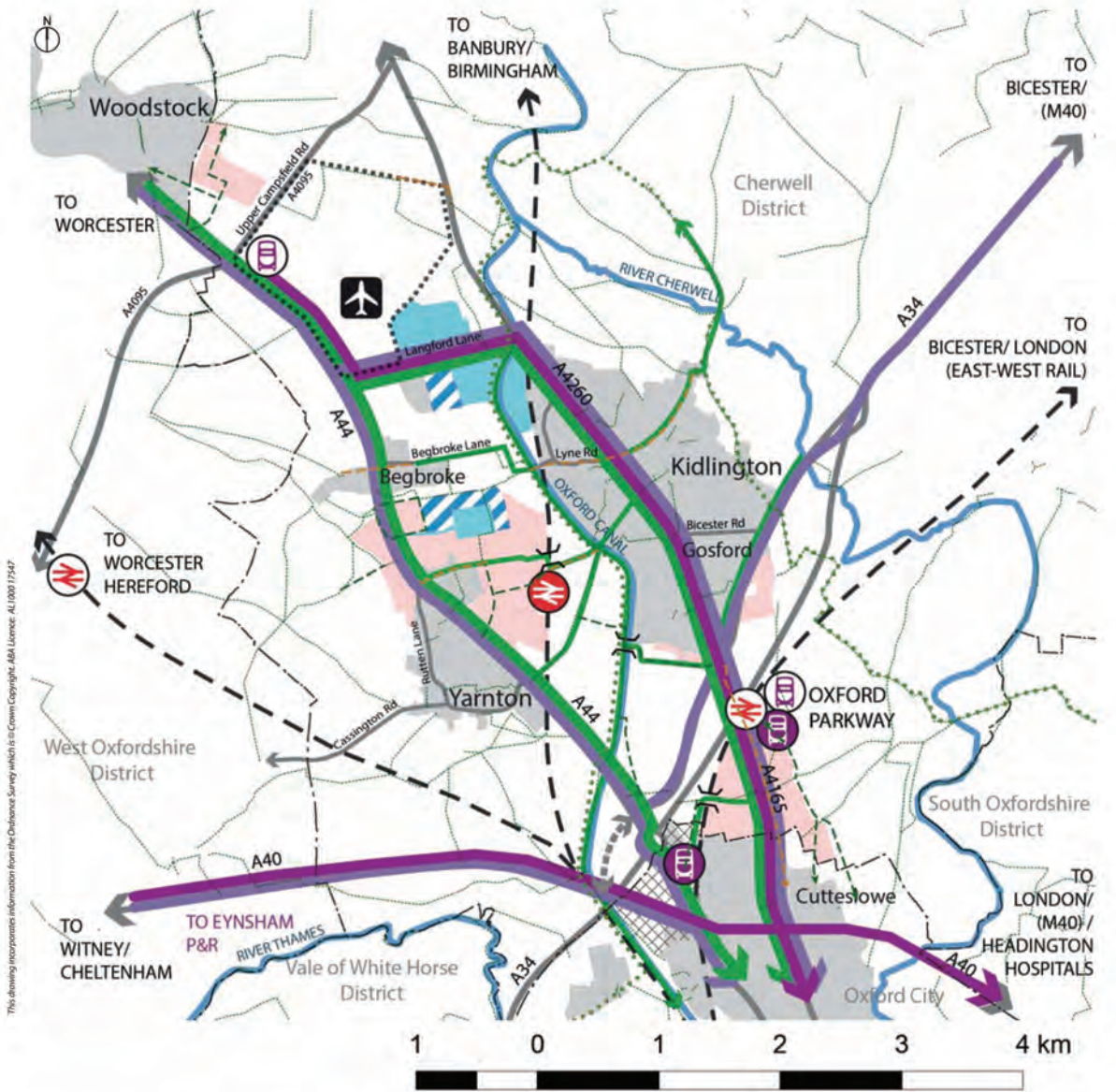
Policy Reference	Policy Title	Local Plan Indicators	Targets
	maintaining Housing Supply	a 5 year housing land supply	housing delivery and progress of sites in the Council's AMR including 5 year housing land supply calculations
PR12b	Sites Not Allocated in the Partial Review	If delivery of LPI PR housing falls below 95% of the LPI PR housing target for a period of 3 years, CDC will publish an action plan and will indicate whether the requirements of Policy PR12b should be triggered.	Deliver LPI PR site policies in accordance to the Plans Housing Trajectory

Appendix 6 - Thematic Maps



Green Corridors - For Illustrative Purposes Only

District boundaries	District Wildlife Site	Existing public right of way
Primary waterways	Local Wildlife Site	Proposed new walking route
Strategic green corridor	SSSI	Proposed walking route on street
Existing settlement	Habitat of Principal Importance (NERC S41 Act, previously BAP)	Green Belt Way
Proposed growth	Conservation Target Area	Key green infrastructure
Existing employment area	Woodland Trust Site	Proposed green infrastructure and formal recreation provision
Proposed employment area	Special Areas of Conservation	1 SSSI Port Meadow SSSI
Oxford City proposed Northern Gateway development	World Heritage Site	2 Blenheim Palace
	Registered Park and Garden	3 Stratfield Brake
		4 Cutteslowe Park



Sustainable Movement Thematic Plan - For Illustrative Purposes Only

Key	Rail lines	Bus Rapid Transit
District boundaries	Existing rail station	Other Park & Ride and premium bus routes
Primary waterways	Potential new rail station	Strategic cycle routes
Existing settlement	London Oxford Airport	Other key cycle routes
Proposed growth	Existing Park & Ride	Pedestrian / cycle bridges (wheelchair accessible)
Existing employment area	New or expanded Park & Ride	Existing public right of way
Proposed employment area	County Council proposed link road	Proposed new walking route
Oxford City proposed Northern Gateway development		Proposed walking route on street
		Green Belt Way

Appendix 7 - Evidence Base

For a list of evidence base please visit
<http://www.cherwell.gov.uk/index.cfm?Articleid=11183>.

Appendix 8 - Glossary

Phrase	Definition
Adoption	The formal approval, after independent examination, of the final version of a Local Plan by a local planning authority so that it becomes part of the statutory Development Plan.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Defined by the National Planning Policy Framework (NPPF).
Annual (or Authorities) Monitoring Report (AMR)	A report assessing the progress of a Local Planning Authority in producing its key planning policy documents and the extent to which Local Plan policies are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan document focused upon an area which will be subject to significant change.
Biodiversity	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.
Conservation Area	A locally and statutorily designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area.

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

Phrase	Definition
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework and strategic policies and proposals to deliver that vision. The Cherwell Local Plan 2011-2031 (Part 1) was adopted in July 2015.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies to be followed in preparing Local Plans and determining planning applications.
National Planning Practice Guidance (NPPG or PPG)	The Government's planning guidance supporting national planning policy.
Objectively Assessed Need for housing (OAN)	The amount and mix of housing and the range of tenures that is likely to be needed in the defined housing market area over a defined period. The assessment is made without consideration of policy or other constraints. Assessed by the Strategic Housing Market Assessment.
Oxford-Milton Keynes-Cambridge Corridor (sometimes the Oxford-Cambridge corridor)	A spatial concept focused on the economic influence of Oxford, Milton Keynes and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Oxfordshire Growth Board	A joint committee of local authorities in Oxfordshire and including other non-voting members. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal 'Duty to Cooperate'.
Oxfordshire Housing Market Area (HMA)	The sub-regional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire. Defined by the Strategic Housing Market Assessment.
(Oxfordshire) Strategic Housing Market Assessment (SHMA)	A study which contains an objective assessment of housing needs in accordance with Government policy and guidance. It does not apply constraints to the level of need.
Planning & Compulsory Purchase Act 2004	Primary legislation providing many of the requirements for the production of Local Plans including the 'Duty to Cooperate' introduced by the Localism Act 2011.

Phrase	Definition
Policies Map	Maps of the local planning authority's area illustrating geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation. Informs the preparation of Local Plans through a 'Sustainability Appraisal'.
Strategic Flood Risk Assessment (SFRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.
Submission	The stage at which a Local Plan is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide statutory guidance to supplement the policies and proposals in Local Plans.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all Local Plans.

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1) : Oxford’s Unmet Housing Need – Proposed Submission July 2017

Proposed Focused Changes and Minor Modifications - February 2018

The proposed Focused Changes and Minor Modifications to the Partial Review of the Cherwell Local Plan Proposed Submission Plan July 2017 comprise the Schedule of proposed Focused Changes and Minor Modifications and the attached Proposed Map Changes and Infrastructure Schedule.

New text is shown in **bold and underlined**.

Deleted text is shown in **~~bold and struckthrough~~**.

Schedule of proposed Focused Changes and Minor Modifications

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC01	Page 9	Executive Summary, Table 1	Policy PR9 – Land West of Yarnton	Replace '530' with ' <u>440</u> '	Plan Improvement Informed by representation PR-C-1397 from Merton College
FC02	Page 9	Executive Summary, Table 1	Policy PR10 – Land South East of Woodstock	Replace '410' with ' <u>500</u> '	Plan improvement & reconfiguration of residential area to respond to archaeological issues
FC03	Page 49	Paragraph 3.57	-	Amend to read 'The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. <u>The Strategy is supported by the Active and Healthy Travel Strategy and Oxfordshire County Council Cycling and Walking Design Guides.</u> Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.	Plan improvement Requested by OCC (Representation PR-C-0832)

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC04	Page 53	Paragraph 3.66	-	Amend to read: 'Woodstock is a focus for growth in West Oxfordshire's new, emerging Local Plan. The draft Plan includes more extensive growth at Witney and Chipping Norton, growth at Carterton comparable to that at Woodstock and less significant growth in the Burford-Charlbury Area. Larger strategic development is planned at Eynsham on the A40 to the west of Oxford, the majority of which is intended to address West Oxfordshire's contribution (2750 homes) to Oxford's unmet housing need. <u>Oxfordshire's Local Transport Plan (LTP4): A40 Strategy proposes a new link road in Cherwell between the A40 and the A44 to improve access from West Oxfordshire to the A44 and A34.</u> '	Clarification / informed by representation from West Oxfordshire District Council (Representation PR-C-0658)
FC05	Page 54	Paragraph 3.73	-	Amend to read, 'A National Infrastructure Commission (NIC) report is expected by the end of <u>on the Cambridge-Milton-Keynes-Oxford Arc was published in November</u> 2017 including recommendations to the Government linking east-west transport improvements with wider growth and investment opportunities along this corridor'	Updating
FC06	Page 54	Paragraph 3.76	-	Amend to read, ' <u>Approximately 30,000 homes are being planned in The emerging</u>	Updating / future proofing / Representation PR-C-0839 from AVDC

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				Vale of Aylesbury Vale Local Plan (Draft Plan, 2016) proposes 33,300 new homes to be built in the district in for the period to 2033. The focus of the growth will be at Aylesbury which has recently been granted Garden Town status.	
FC07	Page 64	Table 4	Policy PR9 – Land West of Yarnton	Replace 530 with ' <u>440</u> '	Plan Improvement Informed by representation PR-C-1397 from Merton College
FC08	Page 64	Table 4	Policy PR10 – Land South East of Woodstock	Replace '410' with ' <u>500</u> '	Plan improvement & reconfiguration of residential area to respond to archaeological issues
FC09	Page 69	Policy PR1 - Achieving Sustainable Development for Oxford's Needs	Point (a)	Amend to read '4,400 homes to help meet Oxford's unmet housing needs <u>and necessary supporting infrastructure</u> by 2031	Clarification / Representation (PR-C-1400) on behalf of Kidlington Parish Council and PR-C-1521 from Alaric Rose
FC10	Page 77	Paragraph 5.39	PR3(e)	Amend penultimate sentence to read, 'The potential extension of the Science Park, <u>provided for by Policy Kidlington 1 of the Local Plan,</u> will be considered further in Local Plan Part 2...'	Clarification / informed by Representation (PR-C-0842) on behalf of University of Oxford, Merton College and a private landowner
FC11	Page 85	Para 5.67	Point 5	Amend sub-point v. to read ' creating high-quality built and natural environments <u>that can be sustained in the long term, and</u> Renummer sub-point vi. as sub-point vii. Add new sub-point vi. ' <u>the construction of sustainable urban drainage systems</u> '	Plan improvement / informed by Representation (PR-C-0832) from Oxfordshire County Council

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC12	Page 86	Para 5.69	New Point	Add new point 11 to read ' <u>enhance health and well-being</u> '	Plan improvement / Representation (PR-C-0832) from Oxfordshire County Council
FC13	Page 86	Policy PR5: Green Infrastructure	Point (1)	Amend to read, 'Applications will be expected to: (1) Identify existing GI and its connectivity and demonstrate how this will, as far as possible, be protected and incorporated into the layout, design and appearance of the proposed development'	Plan improvement / BBOWT Representation (PR-C-0766)
FC14	Page 86	Policy PR5: Green Infrastructure	Point (8)	Amend to read 'Demonstrate where multi-functioning GI can be achieved, <u>including helping to address climate change impacts and taking into account best practice guidance.</u> '	Plan improvement / Informed by representations (PR-C-0832) from Oxfordshire County Council / and Sport England (PR-C-1403)
FC15	Page 86	Policy PR5: Green Infrastructure	Point (9)	Amend to read: 'Provide details of how GI will be maintained and managed <u>in the long term.</u> '	Plan improvement / Representation (PR-C-0766) from BBOWT
FC16	Page 88	Para 5.85	2 nd sentence	Amend to read' ...It will be necessary to have regard to adopted Development Plan policies for design and the built environment for both Cherwell and Oxford, to the emerging Cherwell Design Guide Supplementary Planning Document (SPD), and to Oxford City Council's SPD - High Quality Design in Oxford - Respecting Heritage and Achieving Local Distinctiveness, <u>and Oxfordshire County</u>	Plan improvement / Representation (PR-C-0832) from Oxfordshire County Council Future Proofing for SPD adoption

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<u>Council's Cycling and Walking Design Guides...</u>	
FC17	Page 89	Policy PR6a – Land East of Oxford Road - Policies Map	Land East of Oxford Road	Reduce land allocation for primary school use from 3 hectares to 2.2 hectares. Allocate 0.8 hectares to residential use.	Plan improvement / Update from / discussion with OCC PR-C- 0832
FC18	Page 90	Policy PR6a – Land East of Oxford Road	Point 1	Amend to read 'Construction of 650 dwellings (net) on approximately 25 24 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 40 dwellings per hectare	Plan improvement
FC19	Page 90	Policy PR6a – Land East of Oxford Road	Point 3	Amend to read 'The provision of a primary school with at least three two forms of entry on 32.2 hectares of land in the location shown'	Plan improvement / Update from / discussion with OCC PR-C- 0832
FC20	Page 90	Policy PR6a– Land East of Oxford Road	Point 7	Amend first sentence to read, '...pedestrian, wheelchair and all-weather cycle route along the site's eastern boundary <u>within the area of green space as shown on the policies map.</u>	Consistency
FC21	Page 91	Policy PR6a – Land East of Oxford Road	Point 10. (b)	Amend to read ' <u>Two p</u> Points of vehicular access and egress from and to existing highways, primarily from Oxford Road'	Plan improvement Requested by OCC PR-C- 0832
FC22	Page 91	Policy PR6a – Land East of Oxford Road	Point 10 (c)	Amend to read 'An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to Cutteslowe Park, to the allocated site to	Representation PR-C-0574

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				the west of Oxford Road (policy PR6b) enabling connection to Oxford City Council's allocated 'Northern Gateway' site, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of connection off-site and to existing or potential public transport services. <u>Required access to existing property via the site should be maintained.</u>	
FC23	Page 92	Policy PR6a– Land East of Oxford Road	Point 13	Amend to read 'The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including for</u> great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of the watercourse that forms the south-eastern boundary of the site and Hedgerow Regulations Assessment”	Clarification / BBOWT Representation PR-C-0766
FC24	P.92	Policy PR6a– Land East of Oxford Road	Point 15	Amend to read 'The application shall be supported by a Heritage Impact Assessment which will <u>include identify</u> measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St	As requested by Historic England.

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				Frideswide Farmhouse. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u>	
FC25	Page 92	Policy PR6a– Land East of Oxford Road	Point 17	Amend to read 'The application should demonstrate <u>that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity, and that Thames Water has agreed agreement has been reached</u> in principle that foul drainage from the site will be accepted into <u>the drainage its</u> network.'	Representations from Natural England & recommendation from Water Cycle Study
FC26	Page 93	Policy PR6a– Land East of Oxford Road	Point 18	Amend to read'...mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u>	As requested by Historic England.
FC27	Page 93	Policy PR6a– Land East of Oxford Road	New Point	Add new point 20 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils</u> ' Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC28	Page 94	Policy PR6a– Land East of Oxford Road	Point 28	Amend to read 'The location of archaeological features, including the tumuli to the east of the Oxford Road,	As requested by Historic England.

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				should be incorporated and made evident in the landscape design of the site.'	
FC29	Page 96	Policy PR6b - Land West of Oxford Road	Point 1	Amend to read: 'Construction of 530 dwellings (net) on 32 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 25 dwellings per hectare. '	Plan improvement
FC30	Page 96	Policy PR6b - Land West of Oxford Road	Point 8(b)	Amend to read ' Two p oints of vehicular access and egress from and to existing highways, primarily from Oxford Road, and connecting within the site.	Request from OCC
FC31	Page 98	Policy PR6b - Land West of Oxford Road	10 (j)	Amend to read: ' examination of the opportunity to provide wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Brake proposed District Wildlife Site''	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
FC32	Page 98	Policy PR6b - Land West of Oxford Road	Point 11	Amend to: 11. The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies	Representation from BBOWT PR-C-0766

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC33	Page 98	PR6b - Land West of Oxford Road	Point 13	Amend to read 'The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u>	Request from Historic England.
FC34	Page 98	Policy PR6b - Land West of Oxford Road	Point 15	Amend to read 'The application should demonstrate that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity, and that Thames Water has agreed agreement has been reached in principle that foul drainage from the site will be accepted into the drainage its network.'	Representations from Natural England & recommendation from Water Cycle Study
FC35	Page 98	Policy PR6b - Land West of Oxford Road	New Point	Add new point 16 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils</u> ' Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC36	Page 101	Policy PR6c – Land at Frieze Farm	Whole Policy	Amend to read: 'Land at Frieze Farm will be reserved for the potential construction of a golf course should this be required as a result of the development of Land to the West of	Consistency / Plan improvement Representation PR-C-0305 from Historic England Representation PR-C-0766 from BBOWT

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p>Oxford Road under Policy PR6b.</p> <p><u>Planning Application Requirements</u> <u>1.</u> The application will be expected to be supported by, and prepared in accordance with, a Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council and in consultation with Oxfordshire County Council.</p> <p>The Development Brief shall <u>include:</u></p> <p><u>(a) A scheme and outline layout for delivery of the required land uses and associated infrastructure</u></p> <p><u>(b) Points of vehicular access and egress from and to existing highways</u></p> <p><u>(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment, and to existing or new points of connection off-site and to existing or potential public transport services.</u></p>	<p>Representation PR-C-0808 from Canal & River Trust</p> <p>OCC Rep PR-C-0832</p> <p>Representation (PR-C-1402) from the Environment Agency and subsequent discussion</p>

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p><u>(d) Protection and connection of existing public rights of way</u></p> <p><u>(e) incorporate design principles that respond to the landscape, canal-side and Green Belt setting and the historic context of Oxford</u></p> <p><u>(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (2) below</u></p> <p><u>(g) An outline scheme for vehicular access by the emergency services</u></p> <p><u>2. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council</u></p> <p><u>3. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development</u></p>	

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p><u>commences. The BIMP shall include:</u></p> <p><u>(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction</u></p> <p><u>(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development</u></p> <p><u>(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts through hydrological, hydro chemical or sedimentation impacts</u></p> <p><u>(d) measures for the protection and enhancement of existing wildlife corridors and the protection of existing hedgerows and trees</u></p> <p><u>(e) the creation of a green infrastructure network with connected wildlife corridors</u></p> <p><u>(f) measures to minimise light spillage and noise levels on habitats especially along wildlife corridors</u></p>	

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p><u>(g) a scheme for the provision for bird and bat boxes and for the viable provision of designated green walls and roofs</u></p> <p><u>(h) farmland bird compensation</u></p> <p><u>(i) proposals for long-term wildlife management and maintenance</u></p> <p><u>4. Measures for the retention of the Grade II listed Frieze Farmhouse and an appropriate sensitive setting</u></p> <p><u>5. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site, particularly the Grade II Listed Frieze Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u></p> <p><u>6. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the</u></p>	

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p><u>investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme</u></p> <p><u>7. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on existing communities and actions for updating the Travel Plan during the construction of the development</u></p> <p><u>8. The application will be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 1 Strategic Flood Risk Assessment. The Flood Risk Assessment should include detailed modelling of watercourses taking into account allowance for climate change. There should be no ground raising or built development within the modelled flood zone.</u></p> <p><u>9. The application shall be supported by a</u></p>	

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p><u>landscaping scheme including details of materials for land modelling (to be agreed with the Environment Agency), together with a management plan for the appropriate re-use and improvement of soils</u></p> <p><u>10.The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.</u></p> <p><u>11. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how the provision of supporting infrastructure will be delivered. The Delivery Plan shall include a start date for development and a programme showing how and when the golf course would be constructed to meet any identified need as a result of the</u></p>	

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<u>development of Land to the West of Oxford Road (Policy PR6b)</u>	
FC37	Page 104 / 105	Paragraph 5.96	New Point & Points 5 to 8	<p>Renumber points 5 to 8 as 6 to 9</p> <p>Insert new point 5. To read: '<u>Retention and renovation of the Grade II Listed Stratfield Farmhouse and the protection of its historic setting.</u></p>	<p>Clarification reflecting paragraph 5.94, Policy PR7b</p> <p>Representation from Historic England.</p>
FC38	Page 107	Policy PR7a – Land South East of Kidlington	Point 1	<p>Amend to read: 'Construction of 230 dwellings (net) on 11 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 35 dwellings per hectare.</p>	Plan improvement
FC39	Page 109	Policy PR7a – Land South East of Kidlington	Point 12	<p>Amend to: ' The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including</u> great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies.'</p>	Representation PR-C-0766 from BBOWT

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC40	Page 109	Policy PR7a – Land South East of Kidlington	Point 14	Amend to read 'The application should demonstrate that Thames Water, the Environment Agency and Natural England have been consulted regarding wastewater treatment capacity, and that Thames Water has agreed agreement has been reached in principle that foul drainage from the site will be accepted into the drainage its network.'	Representations from Natural England & recommendation from Water Cycle Study
FC41	Page 109	Policy PR7a – Land South East of Kidlington	Point 16	Amend to read 'The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme '	Plan improvement / Representation PR-C-0305 from Historic England
FC42	Page 109	Policy PR7a – Land South East of Kidlington	New Point	Add new point 17 to read ' The application shall include a management plan for the appropriate re-use and improvement of soils ' Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC43	Page 112	Policy PR7b – Land at Stratfield Farm	Point 1	Amend to read: 'Construction of 100 homes (net) on 4 hectares of land (the residential area). The dwellings to be constructed at an approximate average net density of 25 dwellings per hectare. '	Plan improvement

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC44	Page 112	Policy PR7b - Land at Stratfield Farm	Point 9	Amend last sentence to read 'The Development Brief shall be prepared in consultation with Oxfordshire County Council, and Oxford City Council and the Canal and River Trust '	Representation PR-C-0808 from the Canal and River Trust
FC45	Page 114	Policy PR7b - Land at Stratfield Farm	Point 13	Amend to read:' The application(s) shall be supported by a phase 1 habitat survey including an habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, water vole, otter, invertebrate, dormouse, breeding birds and reptiles, an internal building assessment for roosting barn owl, and an assessment of water bodies'	Representation PR-C-0766 from BBOWT
FC46	Page 115	Policy PR7b - Land at Stratfield Farm	Point 16	Amend to read 'The application should demonstrate that Thames Water, the Environment Agency and Natural England have been consulted regarding wastewater treatment capacity, and that Thames Water has agreed agreement has been reached in principle that foul drainage from the site will be accepted into the drainage its network.'	Representations from Natural England & recommendation from Water Cycle Study
FC47	Page 115	Policy PR7b - Land at Stratfield Farm	Point 17	Amend to read '...a Heritage Impact Assessment which will identify include	Plan improvement / Representation PR-C-0305 from Historic England

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				measures to avoid or minimise conflict with identified heritage assets within <u>and adjacent to</u> the site, particularly Stratfield Farmhouse. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	
FC48	Page 115	Policy PR7b - Land at Stratfield Farm	Point 18	Amend to read '...a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	Plan improvement / Representation PR-C-0305 from Historic England
FC49	Page 115	Policy PR7b - Land at Stratfield Farm	New Point	Add new point 19 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils'</u> Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC50	Page 121	Policy PR8 – Land East of the A44	Point 1	Amend to read: 'Construction of 1,950 dwellings (net) on approximately 66 hectares of land (the residential area as shown). <u>The dwellings are to be constructed at an approximate average net density of 45 dwellings per hectare'</u>	Plan improvement
FC51	Page 121	Policy PR8 - Land East of the A44	Point 4	Amend to read 'The provision of a primary school with at least three forms of entry on 3.2 hectares of land in the location shown'	Clarification Representation PR-C- 0832 / discussions with OCC

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC52	Page 121	Policy PR8 - Land East of the A44	Point 5	Amend to read 'The provision of a primary school with at least two forms of entry on 2.2 hectares of land in the location shown if required in consultation with the Education Authority and unless otherwise agreed with Cherwell District Council.'	Clarification Representation PR-C- 0832 / discussions with OCC
FC53	Page 122	Policy PR8 - Land East of the A44	Point 17	Amend last sentence to read 'The Development Brief shall be prepared in consultation with Oxfordshire County Council, and Oxford City Council, Network Rail and the Canal and River Trust '	Plan improvement further to representation (PR-C-0230) from Network Rail and subsequent discussions; Representation PR-C-0808 from the Canal and River Trust
FC54	Page 122	Policy PR8 - Land East of the A44	Point 18 b	Amend to read: 'Points of vehicular access and egress from and to existing highways with at least two separate, connecting points from and to the A44 and including the use of the existing Science Park access road.'	Plan improvement Requested by OCC PR-C- 0832
FC55	Page 123	Policy PR8 - Land East of the A44	Point 18 (f)	Amend to read: 'In consultation with Oxfordshire County Council and Network Rail , proposals for the closure/unadoption of Sandy Lane, the closure of Sandy Lane to motor vehicles...'	Plan improvement further to representation (PR-C-0230) from Network Rail and subsequent discussions
FC56	Page 123	Policy PR8 -Land East of the A44	Point 19	Amend to read, 'The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), prepared in consultation and agreed with Cherwell District Council. The BIA shall	Representation PR-C-0764 from Natural England and related Rushy Meadows Hydrological and Hydrogeological Desk Study

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				include <u>be informed by a hydrogeological risk assessment to determine whether there would be any material change in ground water levels as a result of the development and any associated adverse impact, particularly on Rushy Meadows SSSI, requiring mitigation. It shall also be informed by</u> investigation of any above- or below ground hydrological connectivity <u>with the SSSI and between</u> Rowel Brook and Rushy Meadows SSSI	
FC57	Page 124	Policy PR8 - Land East of the A44	Point 21	Amend to read: 'The application(s) shall be supported by a phase 1 habitat survey <u>and protected and notable species surveys as appropriate, including</u> and surveys for badgers, nesting birds, amphibians (in particular Great Crested Newts), reptiles and for bats including associated tree assessment, hedgerow regulations assessment.'	Representation PR-C-0766 from BBOWT
FC58	Page 124	Policy PR8 - Land East of the A44	Point 22	Amend to read: 'The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development. <u>The</u>	Plan improvement further to representation (PR-C-0230) from Network Rail and subsequent discussions

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<u>Transport Assessment shall include consideration of the effect of vehicular and non-vehicular traffic on use of the railway level crossings at Sandy Lane, Yarnton Lane and Roundham.'</u>	
FC59	Page 125	Policy PR8 - Land East of the A44	Point 23	Amend to read '23. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation, and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's. <u>Residential development must be located outside the modelled Flood Zone 2 and 3 envelope.'</u>	Plan improvement further to representation (PR-C-1402) from the Environment Agency and subsequent discussion
FC60	Page 125	Policy PR8 - Land East of the A44	Point 24	Amend to read 'The application should demonstrate <u>that Thames Water, the Environment Agency and Natural England have been consulted regarding wastewater treatment capacity, and that Thames Water has agreed agreement has been reached</u> in principle that foul drainage from the site will be accepted into	Representations from Natural England & recommendation from Water Cycle Study

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				the drainage its network.'	
FC61	Page 125	Policy PR8 - Land East of the A44	Point 25	25. The application shall be supported by a Heritage Impact Assessment which will include identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Oxford Canal Conservation Area and the listed structures along its length. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u>	Rep PR-C-0305 from Historic England
FC62	Page 125	Policy PR8 - Land East of the A44	Point 26	'...mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u>	Rep PR-C-0305 from Historic England
FC63	Page 125	Policy PR8 - Land East of the A44	New Point	Add new point 28 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils</u> ' Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC64	Page 130	Policy PR9 – Land West of Yarnton	Point 1	Amend to read, 'Construction of 530 440 dwellings (net) on approximately 16 hectares of land (the residential area as	Plan Improvement Informed by Representation PR-C-1397 from Merton College

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				shown). The dwellings are to be constructed at an approximate average net density of 35 dwellings per hectare'	
FC65	Page 130	Policy PR9 – Land West of Yarnton	Point 8 (b)	Amend to read: ' <u>At least two separate</u> pPoints of vehicular access and egress to and from the A44 <u>with a connecting road between.</u>	Plan improvement Requested by OCC PR-C- 0832
FC66	Page 132	Policy PR9 – Land West of Yarnton	Point 11	Amend to: "11. The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index survey for great crested newts, <u>and protected and notable species surveys as appropriate, including</u> great crested newt presence/absence surveys (dependent on HSI survey), for badgers, breeding birds, internal building assessment for roosting barn owl, dormouse, reptile, tree and building assessment for bats, bat activity, hedgerow regulations assessment and assessment of water courses"	In response to BBOWT PR-C-0766
FC67	Page 132	Policy PR9 – Land West of Yarnton	Point 14	Amend to read 'The application should demonstrate <u>that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity, and</u> that Thames Water has agreed <u>agreement has been reached</u> in principle that foul drainage from the site will be accepted into <u>the drainage its</u> network.'	Representations from Natural England & recommendation from Water Cycle Study

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC68	Page 132	Policy PR9 – Land West of Yarnton	Point 15	Amend to read, 'The application shall be supported by a Heritage Impact Assessment which will include <u>identify</u> measures to avoid or minimise conflict with the identified heritage assets within or adjacent to the site, <u>particularly the Oxford Canal Conservation Area and the listed structures along its length. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '	Rep PR-C-0305 from Historic England
FC69	Page 132	Policy PR9 – Land West of Yarnton	Point 16	Amend to read '...mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '	Rep PR-C-0305 from Historic England
FC70	Page 132	Policy PR9 – Land West of Yarnton	New Point	Add new point 17 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils</u> ' Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC71	Page 137	Paragraph 5.138	-	Amend to read 'We are therefore identifying a limited developable area for 410500 homes within a wider site in which heritage and environmental gains will be sought. Land is also safeguarded <u>to the north of Shipton Road</u> for <u>either</u> primary education use <u>or sports pitches</u> either to provide for a primary school serving the development and wider community needs or to allow school provision on existing playing field with replacement as part of the planned development. The development of that land will be subject to the consideration of a Heritage Impact Assessment in consultation with Historic England.	Plan improvement & reconfiguration of residential area to respond to archaeological issues Updating / Clarification from Oxfordshire County Council Informed by Representation PR-C-0305 from Historic England and associated discussion
FC72	Page 138	Policy PR10 – Land South East of Woodstock	Land South East of Woodstock	Replace Policies Map (see attached Proposed Map Changes) reflecting changes to Policy PR10 showing: <ul style="list-style-type: none"> - Reconfigured residential area - Archaeological Constraint Area - Removal of reference to retained agricultural land - Amendment to reflect primary school or outdoor sports use of land north of Shipton Road - Slightly adjust the position of the Nature Conservation Area and 	Improvement / Updating of policy PR10 Informed by Representation PR-C-0305 from Historic England and associated discussion

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p>Community Woodland</p> <ul style="list-style-type: none"> Show Proposed Development within the West Oxfordshire District Council's administrative boundary which borders the PR10 site (<i>note: paragraph 5.132 of the Plan refers</i>) <p>Changes to key:</p> <ul style="list-style-type: none"> Amend to read: '<u>Primary School Use Safeguarded Area for Primary School Use or Outdoor Sports Provision</u>' Add '<u>West Oxfordshire District Council Proposed Development</u>' 	
FC73	Page 139	Policy PR10 – Land South East of Woodstock	Point 1	Amend to read 'Construction of 410500 dwellings (net) on 16.3 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 30 dwellings per hectare '	<p>Plan improvement & reconfiguration of residential area to respond to archaeological issues</p> <p>Plan Improvement</p>
FC74	Page 139	Policy PR10 – Land South East of Woodstock	Point 3	Delete and replace as follows: '3.1 hectares of land and financial contributions for a new primary school with at least 2.2 forms of entry. The school buildings should be provided on site unless provision is made elsewhere and required education/sports facilities are instead provided in agreement between the Council, West Oxfordshire District Council and Oxfordshire County	<p>Updating / Clarification from Oxfordshire County Council</p> <p>Representation PR-C-0305 from Historic England and associated discussion</p>

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<p>Council.'</p> <p><u>'Financial contributions for primary education and the safeguarding of 3.1 hectares of land north of Shipton Road for the potential development of a new primary school (2 forms of entry), or sports pitches, serving the wider community. Development of that land shall not take place until agreed with Historic England following consideration of a Heritage Impact Assessment'</u></p>	
FC75	Page 139	Policy PR10 – Land South East of Woodstock	Point 5	Amend to read 'The provision of formal sports facilities, play areas and allotments to adopted standards within the developable area'	Plan Improvement
FC76	Page 139	Policy PR10 – Land South East of Woodstock	Point 6	Amend to read 'Creation of green space including a community woodland and the retention of land in agricultural use'	Plan Improvement Representation PR-C-0305 from Historic England
FC77	Page 139	Policy PR10 – Land South East of Woodstock	Point 10 a	Amend to read, 'A scheme and outline layout for delivery of the required land uses and associated infrastructure which unambiguously responds to, and conserves or enhances, the significance of the internationally and nationally significant heritage of the Blenheim Palace World Heritage Site, the Grade 1 Registered Park and Garden and the Blenheim Villa	Plan Improvement Representation PR-C-0305 from Historic England

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				Scheduled Ancient Monument, their settings and influences on the historic, built and natural environments'	
FC78	Page 140	Policy PR10 – Land South East of Woodstock	Point 10 b	'Amend to read: At least two separate points of vehicular access and egress from and to existing highways.'	Updating informed by OCC PR-C- 0832
FC79	Page 141	Policy PR10 – Land South East of Woodstock	Point 13	Amend to read: “The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, breeding birds and reptiles”	In response to BBOWT PR-C-0766
FC80	Page 141	Policy PR10 – Land South East of Woodstock	Point 14	Amend to read: 'The green infrastructure, woodland and agricultural land green space outside of the developable area to be kept free from other uses development unless otherwise agreed through the Development Brief . and The application for planning permission shall include proposals for securing the green infrastructure, woodland and green space these uses in perpetuity	Plan Improvement Representation PR-C-0305 from Historic England
FC81	Page 141	Policy PR10 – Land South East of Woodstock	Point 17	Amend to read '...a Heritage Impact Assessment which will identify include measures to avoid or minimise conflict	Plan improvement / Representation PR-C-0305 from Historic England

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				with identified heritage assets within and adjacent to the site. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	
FC82	Page 141	Policy PR10 – Land South East of Woodstock	Point 18	Amend to read '...a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures in particular around the Scheduled Ancient Monument. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	Plan improvement / Representation PR-C-0305 from Historic England
FC83	Page 141	Policy PR10 – Land South East of Woodstock	New Point	Add new point 18 to read ' <u>The application shall include a management plan for the appropriate re-use and improvement of soils'</u> Re-number subsequent points	Plan Improvement / Representation from Daniel Scharf / SEA mitigation
FC84	Page 142	Policy PR10 – Land South East of Woodstock	Point 24	Amend to read, 'Development that causes no harm to <u>the significance of</u> Blenheim Palace World Heritage Site and the Grade 1 Registered Park and Garden and their settings'	Plan improvement / Representation PR-C-0305 from Historic England

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
FC85	Page 145	Paragraph 5.143	-	Amend to read: 'The Council's emerging Supplementary Planning Document provides guidance on Developer Contributions associated with new development. The Council has consulted on a draft Charging Schedule for a possible Community Infrastructure Levy, a potential complementary means of acquiring funds for infrastructure. However, it has not yet been determined whether the Council will introduce CIL, particularly as the Government is reviewing how CIL functions, and its relationship with securing developer contributions through 'Section 106' legal obligations and options for reform. An announcement is expected by the Government at the Autumn Budget 2017. '	Updating / future proofing for SPD adoption
FC86	Page 147	Policy PR11 - Infrastructure Delivery	Point 1(a)	Amend to read 'provide <u>and maintain</u> physical, community and green infrastructure'	Representation PR-C-0348 from Scottish and Southern Electric Networks PR-C-1441 from Thames Water
FC87	Page 148	Policy PR11 – Infrastructure Delivery	Point 3	Amend to read ' <u>Ensure that</u> Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social, <u>sport</u> , leisure and community facilities, wastewater	Grammatical correction clarification / Sport England representation PR-C-1403 / Thames Valley Police Representation PR-C-0302

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				treatment and sewerage, and with necessary developer contributions in accordance with adopted requirements <u>including those of the Council's Developer Contributions SPD.</u>	
FC88	Page 150	Policy PR12a - Delivering Sites and Maintaining Housing Supply	3 rd Paragraph	Amend to read 'Land South East of Kidlington (Policy PR7a – 230 homes) and Land South East of Woodstock (Policy PR10 – 410 500 homes) will only be permitted to commence development before...'	Plan improvement & reconfiguration of residential area to respond to archaeological issues
FC89	Page 150	Policy PR12a - Delivering Sites and Maintaining Housing Supply	5 th Paragraph	Amend to read: 'Permission will only be granted for any of the allocated sites if it can be demonstrated at application stage that they will <u>contribute in delivering</u> a continuous five year housing land supply on a site specific basis (i.e. measured against the <u>local plan housing trajectory allocation for the site</u>). <u>This will be achieved via the Delivery Plans required for each strategic development site.</u>	Clarification / Representation PR-C-0775 on behalf of Christ Church, Exeter & Merton Colleges & Oxford University / Representation PR-C-0842 on behalf of University of Oxford, Merton College and a private landowner
FC90	Page 151	Policy PR12b - Sites Not Allocated in the Partial Review	Point (3)	Amend as follows: 'the site has been identified in the Council's Housing and Economic Land Availability Assessment as a potentially D developable site'	Clarification / Representation PR-C-842 on behalf of University of Oxford, Merton College and a private landowner
FC91	Page 151	Policy PR12b - Sites Not Allocated in the Partial Review	Point (5) (a)	Amend to read 'A comprehensive Development Brief <u>and place shaping principles for the entire site</u> to be agreed	Clarification / Representation PR-C-842 on behalf of University of Oxford, Merton College and a private landowner

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				<u>in advance</u> by the Council in consultation with Oxfordshire County Council and Oxford City Council	
FC92	Page 152	Policy PR12b - Sites Not Allocated in the Partial Review	Point 5(h)	Amend to read 'a Heritage Impact Assessment which will <u>identify include</u> measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	Plan improvement / Representation PR-C-0305 from Historic England
FC93	Page 152	Policy PR12b - Sites Not Allocated in the Partial Review	Point 5(i)	Amend to read 'a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>	Plan improvement / Representation PR-C-0305 from Historic England
FC94	Page 152	Policy PR12b – Sites Not Allocated in the Partial Review	New point	Add as new point (3) ' <u>50% of the homes are provided as affordable housing as defined by the National Planning Policy Framework.</u> ' Renumber Existing points 3 to 5 as 4 to 6.	Consistency / Representation PR-C-1521 from Alaric Rose
FC95	Page 155	Policy PR13 – Monitoring and Securing Delivery	3 rd paragraph	Amend last sentence to read, 'This will include the implementation of Local Plans	Plan improvement

FOCUSED CHANGES					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
				and County wide strategies such as the Local Transport Plan and the Oxfordshire Infrastructure Strategy <u>and associated monitoring.</u>	
FC96	162	Appendix 3 – Housing Trajectory	Allocation Column	Change allocation for Policy PR9 – Land West of Yarnton from '530' to ' 440 '. Make consequential amendments to other columns in trajectory (see attached updated trajectory)	Plan Improvement informed by representation PR-C-1397 from Merton College
FC97	162	Appendix 3 – Housing Trajectory	Allocation Column	Change allocation for Policy PR10 – Land South East of Woodstock from '410' to ' 500 '. Make consequential amendments to other columns in trajectory (see attached updated trajectory)	Plan improvement & reconfiguration of residential area to respond to archaeological issues
FC98	Pages 163-182	Appendix 4 – Infrastructure Schedule	-	Update infrastructure schedule (see attached updated schedule)	Updating

MINOR MODIFICATIONS					
Ref. No.	Page no.	Section/Para/Table/Diagram	Reference	Proposed Change	Reason
MM01	-	Whole Plan	All Relevant Maps	Update the copyright on all maps (see attached Proposed Map Changes)	Updating
MM02	-	Whole Plan	All Relevant Maps	Improve the scale bars on all maps (see attached Proposed Map Changes)	Presentation
MM03	-	Whole Plan	All Relevant Maps	Improve differentiation between mapping designations/shading and ensure all mapping layers	Presentation

MINOR MODIFICATIONS					
				are clearly visible and ensure consistency with adopted Local Plan(see attached Proposed Map Changes)	
MM04	-	Whole Plan	All Relevant Maps	Ensure all proposed land allocations appear on other policy maps (e.g, Policy PR6b on the map for Policy PR6a) and add labels for the policies being illustrated (see attached Proposed Map Changes)	Presentation
MM05	-	Whole Plan	All Relevant Maps	Update layer including to show correct symbology/labelling for Ancient Woodland	Presentational Correction / Representation PR-C-0766 from BBOWT
MM06	-	Whole Plan	All Relevant Maps	Replace BAP habitat layer with S.41 NERC Act layer	Presentational correction
MM07	-	Whole Plan	-	Re-date and rename Plan as Submission Plan	Updating
MM08	-	Whole Plan	All Relevant Maps	Show Local Wildlife Sites	Presentational correction
MM09	-	Whole Plan	Policies Maps	Remove policy shading for PR3b, PR3c, PR3d and PR3e (land to be removed from the Green Belt) (<i>note: retain shading for safeguarded land – PR3a</i>) (see attached Proposed Map Changes)	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
MM10	-	Whole Plan	All Relevant maps	Ensure Conservation Target Area layer is clearly visible on all maps (see attached Proposed Map Changes)	Presentational correction
MM11	-	Whole Plan	Plan Text and Footnotes	Update hyperlink to Evidence List on the Council's new website	Update
MM12	Page 9	Executive Summary, Paragraph xxii.	2nd sentence	Amend to read as 'The policy makes it clear that if monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Housing , Communities and Local Government to...'	Change to the Secretary of State's title
MM13	Page 21	Table 3	Vale of White Horse	Replace '220' with ' 2200 '	Typo

MINOR MODIFICATIONS					
MM14	Page 21	Text Box (Memorandum of Cooperation, November 2016)	2 nd para.	Amend paragraph to read 'The Programme does not seek to identify, propose or recommend any site or sites for additional housing within any district. Each LPA will remain responsible for the allocation of housing sites within any district. Each LPA will remain responsible for the allocation of housing sites within its own district and through its own Local Plan process.'	Copy/paste error
MM15	Page 24	Footnote	Footnote 17	Replace reference to evidence documents PR24 & PR46 with document number for final statement of consultation	Updating
MM16	Page 24	Footnote	Footnote 18	Replace reference to evidence document PR43 with document number for final Sustainability Appraisal	Updating
MM17	Page 29	Footnote	Footnote 26	Update reference to evidence document PR43 with document number for final Sustainability Appraisal	Updating
MM18	Page 35	Paragraph 3.17	-	In this growth context, the Oxfordshire councils continue to cooperate on cross-boundary strategic matters, including on an Oxfordshire Infrastructure Strategy (OxIS)(30), the first stage of which was completed in April 2017.	Updating / OxIS Stage 2 (November 2017) recently published
MM19	Page 65	Figure 10	Key Diagram	<p>Make the following Changes:</p> <ul style="list-style-type: none"> - Illustrate on the diagram the proposed development site within West Oxfordshire to the west of PR10 (paragraph 5.132 of the Plan refers) - Illustrate the reconfigured residential area for site PR10 <p>Amend key as follows:</p> <ul style="list-style-type: none"> - 'Proposed Growth Residential Development' - Add '<u>West Oxfordshire District Council Proposed Development</u>' 	Presentational clarification

MINOR MODIFICATIONS					
MM20	Page 66	Para 5.17	Point 2	Amend to read 'the clear inability for Oxford City to fully meet its own housing needs'	Clarification
MM21	Page 78	Policy PR3	(b)	Amend to read: '0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8 the map at Appendix 2)	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
MM22	Page 78	Policy PR3	(c)	Amend to read: '11.8 hectares of land south of the A34 and west of the railway line (to the west of the strategic development site allocated under policy PR6b as shown on inset Policies Map PR6b the map at Appendix 2) '	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
MM23	Page 78	Policy PR3	(d)	Amend to read: '9.9 hectares of land comprising the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride (as shown on inset Policies Map 6a the map at Appendix 2) '	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
MM24	Page 78	Policy PR3	(e)	Amend to read: '14.7 hectares of land to the north, east and west of Begbroke Science Park (as shown on inset Policies Map PR8 the map at Appendix 2) '	Typo and presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
MM25	Page 80	Paragraph 5.57	2 nd sentence	Amend to read 'In particular cycle improvements between Oxford Parkway and Cutteslowe Roundabout could help to complete an improved route between Kidlington and Oxford'.	Grammatical correction
MM26	Page 88	Paragraph 5.78	Line 3	Amend to read '...far outweigh the those adverse effects...'	Grammatical correction
MM27	Page 89	Policies Map	Policy PR6a	- Remove constraint falling within Oxford City Council's administrative boundary	In response to a request from Oxford City Council

MINOR MODIFICATIONS					
				- Reduce the primary school land allocation by 0.8ha and increase the residential area allocation by 0.8ha	In response to representation from / discussion with Oxfordshire County Council
MM28	Page 95	Policies Map	Policy PR6b	Remove constraint falling within Oxford City Council's administrative boundary	In response to a request from Oxford City Council
MM29	Page 100	Policies Map	Policy PR6c	Remove constraint falling within Oxford City Council's administrative boundary	In response to a request from Oxford City Council
MM30	Page 103	Paragraph 5.87	2 nd sentence	Amend to: "It describes how the village has a high-quality and varied landscape setting and a number of important areas of ecological value such as the Rushy Meadows Site of Special Scientific Interest and Stratfield Brake proposed District Wildlife Site, in addition to the river and canal corridors."	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM31	Page 105	Paragraph 5.96	Point 7	Amend to "The opportunity to extend Stratfield Brake proposed District Wildlife Site (managed by the Woodland Trust) into the site"	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM32	Page 105	Paragraph 5.697	Paragraph number	Renumber paragraph no. 5.697 as ' 5.97 '	Typo
MM33	Page 111	Policy PR7b – Policies Map	Land at Stratfield Farm	Indicate location of orchard referred to in Policy PR7b, point 6 (See attached Proposed Map Changes)	Presentational correction
MM34	Page 112	Policy PR7b	Point 7	Amend to read, 'Creation of a nature conservation area on 6.3 hectares of land as shown on the inset Policies Map, incorporating the community orchard and with the opportunity to connect to and extend Stratfield Brake proposed District Wildlife Site'	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM35	Page	Policy PR7b	Point 8	Amend to read '...Land East of the A44 (PR9) (PR8)	Typo

MINOR MODIFICATIONS					
	112			across the Oxford Canal,....'	
MM36	Page 114	Policy PR7b	Point 13	Amend to read '...phase 1 habitat survey including an <u>a</u> habitat suitability index...'	Typo
MM37	Page 115	Policy PR7b	Point 24	Amend to read: "...publicly accessible and well connected green infrastructure and which provides a transitional interface with Stratfield Brake Sports Ground and Stratfield Brake proposed District Wildlife Site and protects and enhances the Oxford Canal Conservation Area"	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM38	Page 116	Policy PR7b	Point 26	Amend to read: "The maintenance and enhancement of native landscaping to emphasise the Green Belt location of the land outside of the residential area and to provide for the potential accommodation of that land within the Stratfield Brake proposed District Wildlife Site	Correction - Stratfield Brake District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM39	Page 127	Paragraph 5.118	-	Amend to read: 'The site to be allocated is predominantly farmland which lies to the west and north of the village. The eastern edge is defined by the built-up edge of Yarnton and the A44. To the north the edge of the site is close to but separated from Begbroke. Begbroke Wood, an ancient woodland and proposed District Wildlife Site lies immediately to the north-west. Frogwelldown Lane, a public right of way and proposed District Wildlife Site forms the south west boundary.'	Correction - The District Wildlife Sites have yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.
MM40	Page 131	Policy PR9	Point 10 (d)	Amend to read: "(d) measures for the protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane proposed District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees"	Correction - Frogwelldown Lane District Wildlife Site has yet to be assessed against the list of criteria for District Wildlife Site designation by a site selection panel.

MINOR MODIFICATIONS					
MM41	Page 137	Paragraph 5.137	Point 6	Amend to read : 'integrate development with the expanding eastern edge of Woodstock and enable the provision on of new school facilities...'	Typo
MM42	Page 137	Paragraph 5.139	-	Amend to read '...and the emerging Cherwell Design Guide'	Future proofing for SPD adoption
MM43	Page 148	Policy PR11 – Infrastructure Delivery	Point 2	Amend to read: 'Completing and keeping up-to-date a Development perment Contributions Supplementary Planning Document...'	Typo
MM44	Page 149	Paragraph 5.157	1 st sentence	Amend to read 'We need <u>to</u> ensure...'	Grammatical error
MM45	Page 155	Policy PR13 – Monitoring and Securing Delivery	Final para.	Amend text to read: 'If monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Housing , Communities and Local Government to...'	Change to Secretary of State's title.
MM46	Page 158	Appendix 1	Policies Map	Update reflecting changes to other Policies Maps	Updating for consistency
MM47	Page 160	Appendix 2	Proposed Changes to the Green Belt within Cherwell District	Add labels for PR3a, PR3b, PR3c, PR3d and PR3e	Presentational clarification
MM48	162	Appendix 3 – Housing Trajectory	Allocation Column	Insert lines to identify 5 year period	Presentational correction
MM49	Page 190-191	Appendix 6–Thematic Maps	-	Show: - Proposed Development within the West Oxfordshire District Council's administrative boundary which borders the PR10 site (<i>note: paragraph 5.32 of the Plan refers</i>) - Reconfigured residential area at site PR10	Representation PR-C-0766 from BBOWT Consequential changes

MINOR MODIFICATIONS					
				<p>Changes to key:</p> <ul style="list-style-type: none"> - Proposed Growth<u>Residential Development</u> - <u>Proposed</u> District Wildlife Site - Registered <u>Historic</u> Park and Garden - Underline the sub-heading '<u>Key green infrastructure</u>' - Add <u>West Oxfordshire District Council Proposed Development</u> - Proposed new walking<u>pedestrian, wheelchair and all weather cycle</u> route 	

Cherwell Local Plan 2011-2031 (Part 1)

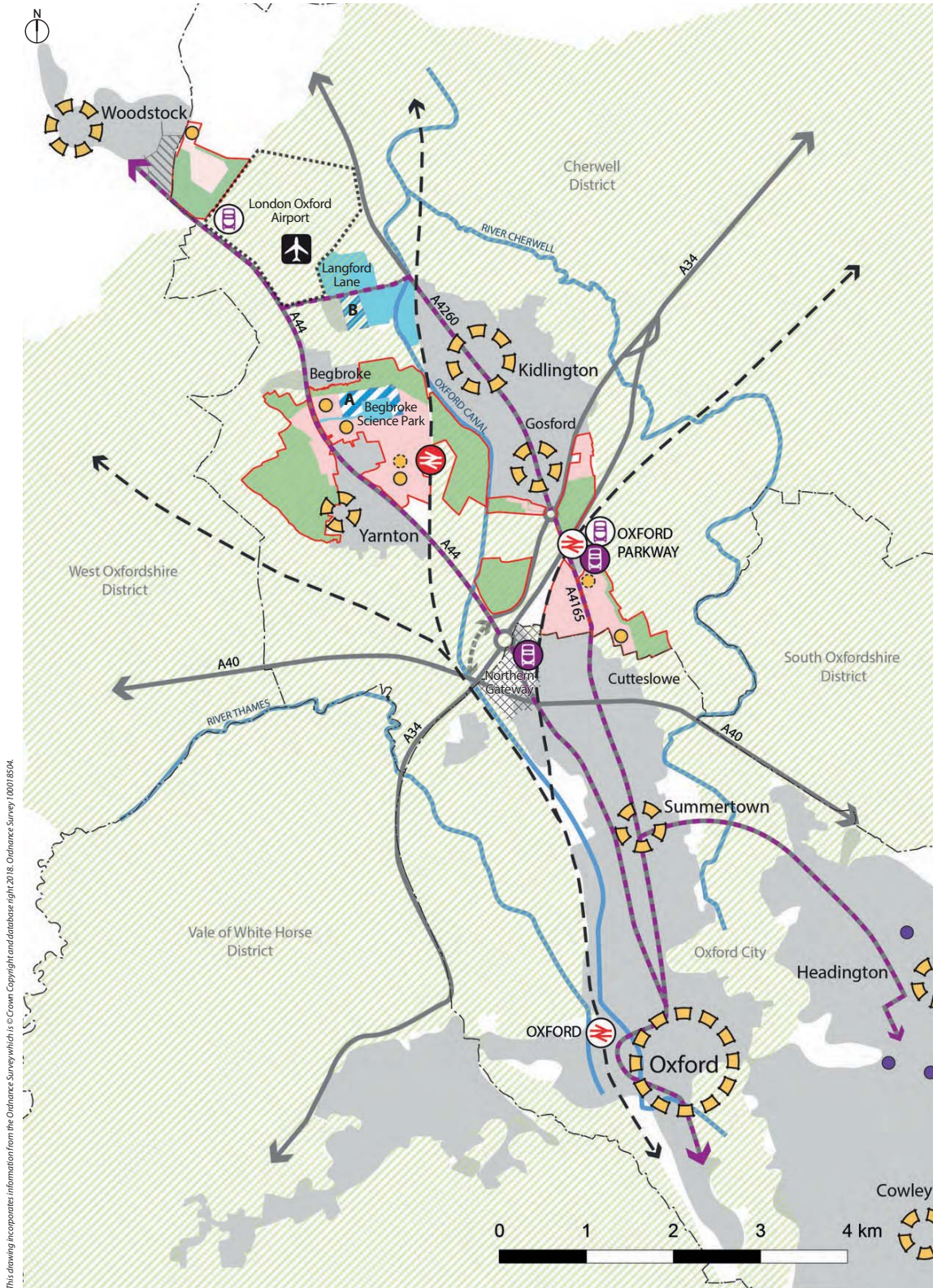
Partial Review - Oxford's Unmet Housing Need

Proposed Submission Plan

Proposed Map Changes

February 2018

Figure 10 - Spatial Strategy (Key Diagram)

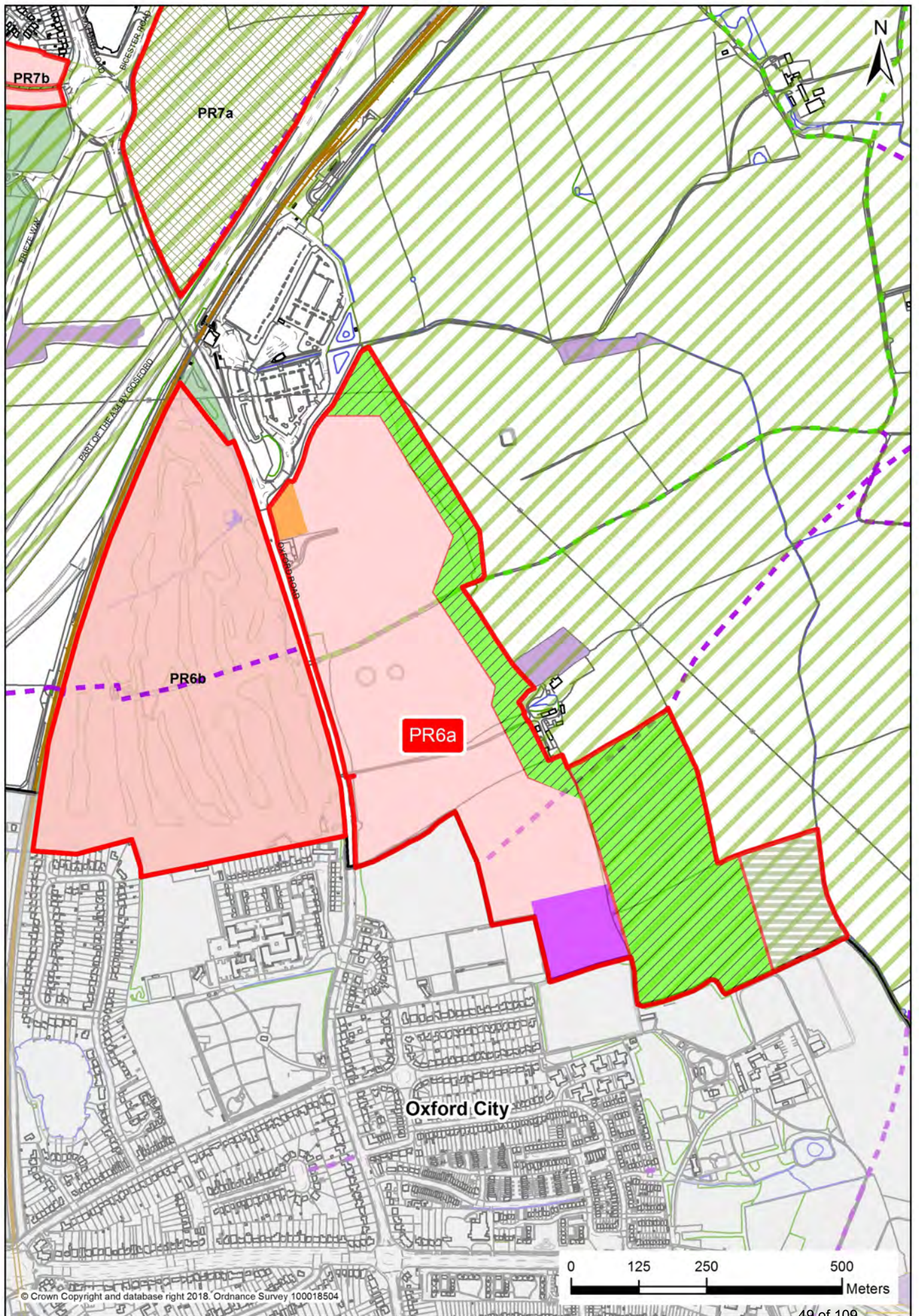


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Key Diagram - For Illustrative Purposes Only

Key	Existing centres	Sustainable movement corridors
Allocation site boundaries	Proposed local centres	Rail lines
District boundaries	Proposed schools	Existing rail station
Green Belt	Existing hospitals	Potential new rail station
Existing settlement	Existing employment area	London Oxford Airport
Proposed residential development	Proposed employment area A: land reserved for extension to Science Park B: permission granted for Technology Park	Existing Park & Ride
Proposed green infrastructure and formal recreation provision	Oxford City proposed Northern Gateway development	New or expanded Park & Ride
West Oxfordshire District Council proposed development		County Council proposed link road

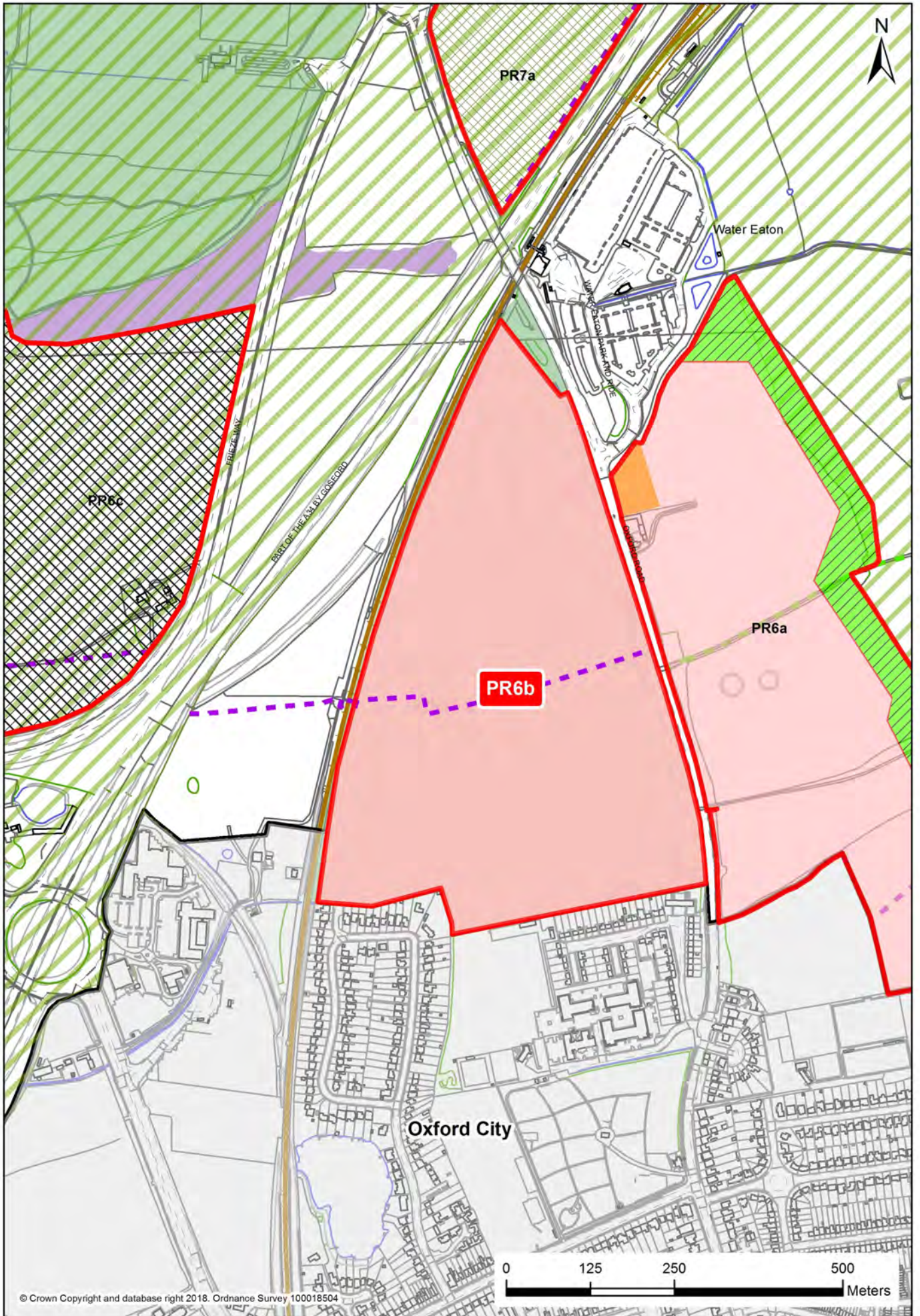
Policy PR6a Map



Policy PR6a Key

-  Policy PR6a
-  Cherwell District
-  Conservation Target Areas
-  Existing Green Space
-  Local Centre
-  NERC Act. S41
-  New Green Space/Parks
-  Outdoor Sports Provision
-  Oxford Canal Trail
-  Oxford City
-  Primary School Use
-  Public Bridleway
-  Public Footpath
-  Residential
-  Retained Agricultural Land
-  Revised Green Belt

Policy PR6b Map



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Policy PR6b Key



Policy PR6b



Cherwell District



Existing Green Space



Local Centre



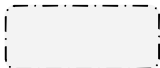
NERC Act. S41



New Green Space/Parks



Outdoor Sports Provision



Oxford City



Public Bridleway



Public Footpath



Reserved Site for Golf Course Replacement

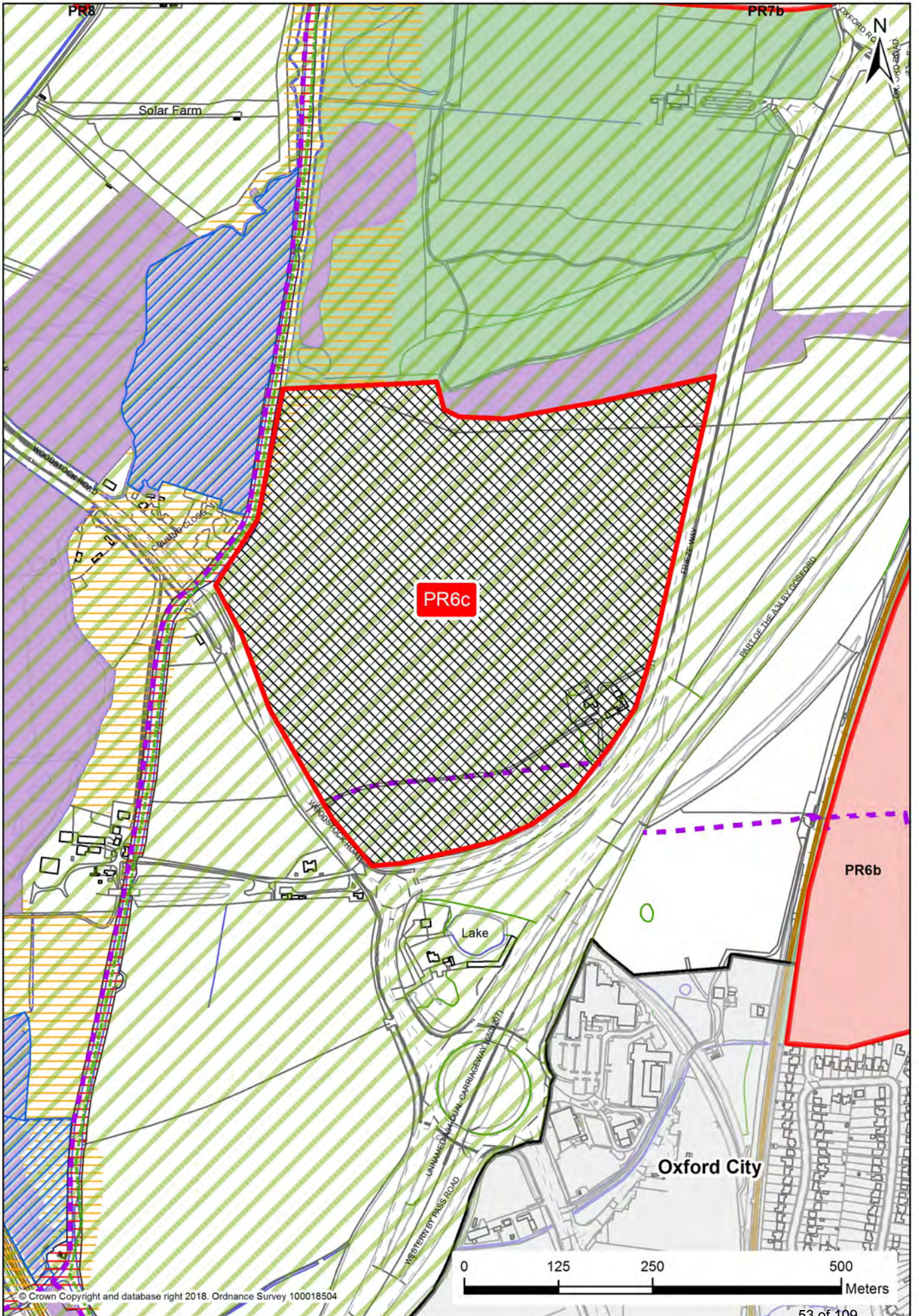


Residential



Revised Green Belt

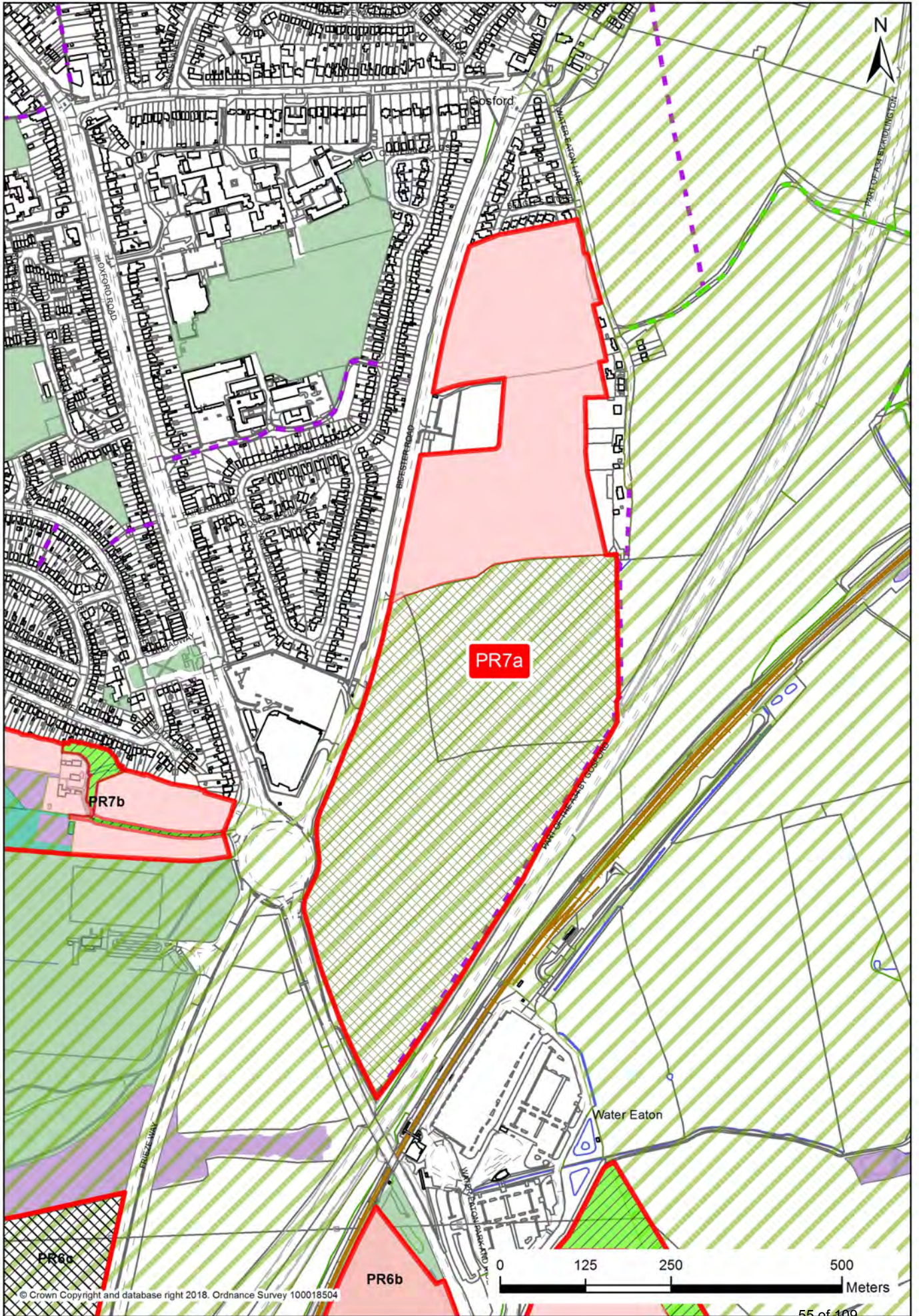
Policy PR6c Map



Policy PR6c Key

-  Policy PR6c
-  Cherwell District
-  Conservation Areas
-  Conservation Target Areas
-  Existing Green Space
-  Local Wildlife Site
-  NERC Act. S41
-  Oxford Canal Trail
-  Oxford City
-  Public Footpath
-  Reserved Site for Golf Course Replacement
-  Residential
-  Revised Green Belt

Policy PR7a Map



Policy PR7a Key



Policy PR7a



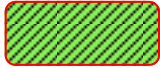
Existing Green Space



Nature Conservation Area



NERC Act. S41



New Green Space/Parks



Outdoor Sports Provision



Oxford Canal Trail



Public Bridleway



Public Footpath



Reserved Site for Golf Course Replacement

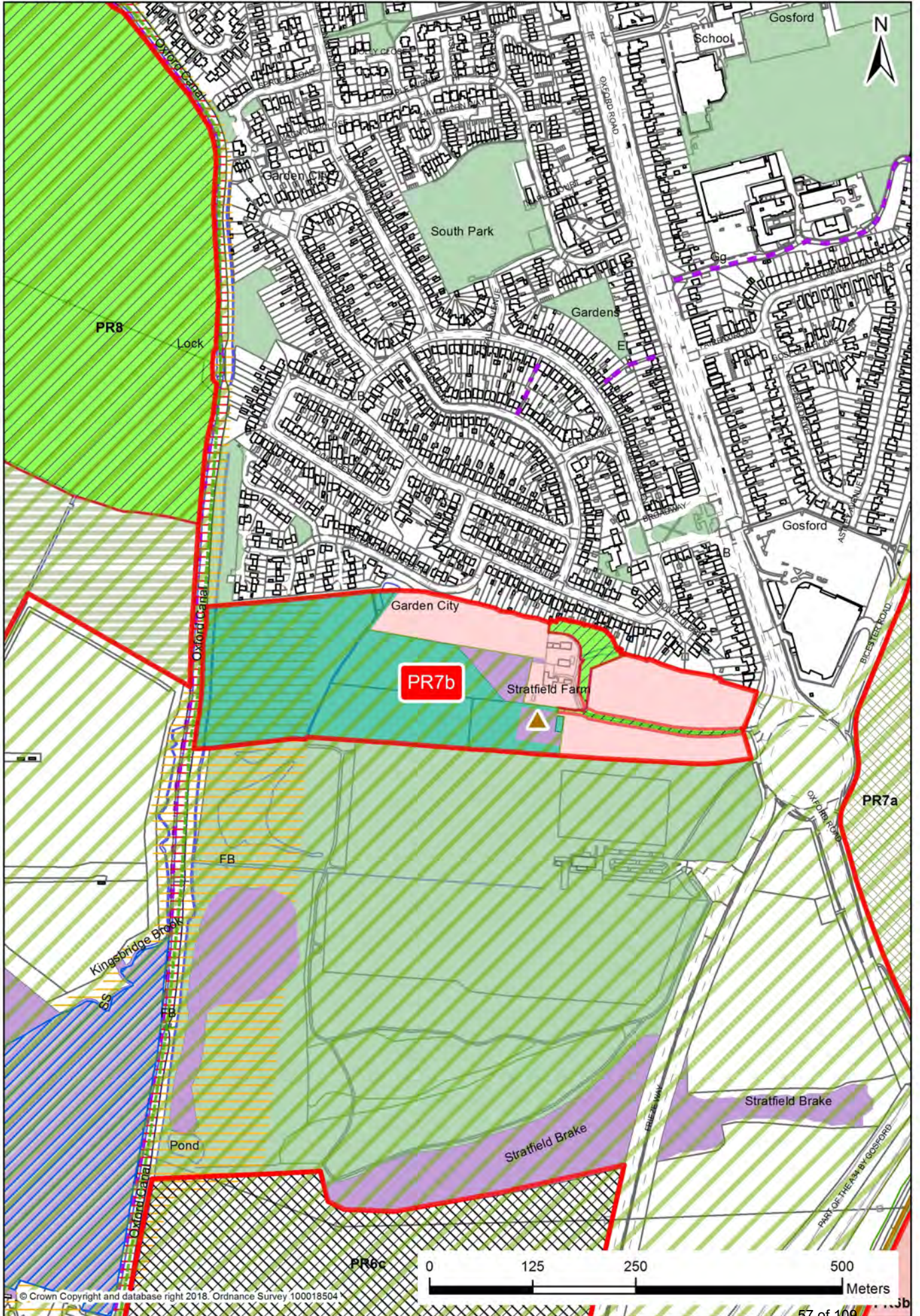


Residential



Revised Green Belt

Policy PR7b Map



Policy PR7b Key



Policy PR7b



Conservation Areas



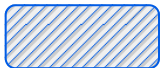
Conservation Target Areas



Existing Green Space



Existing Orchard



Local Wildlife Site



Nature Conservation Area



NERC Act. S41



New Green Space/Parks



Outdoor Sports Provision



Oxford Canal Trail



Public Footpath



Reserved Site for Golf Course Replacement



Residential

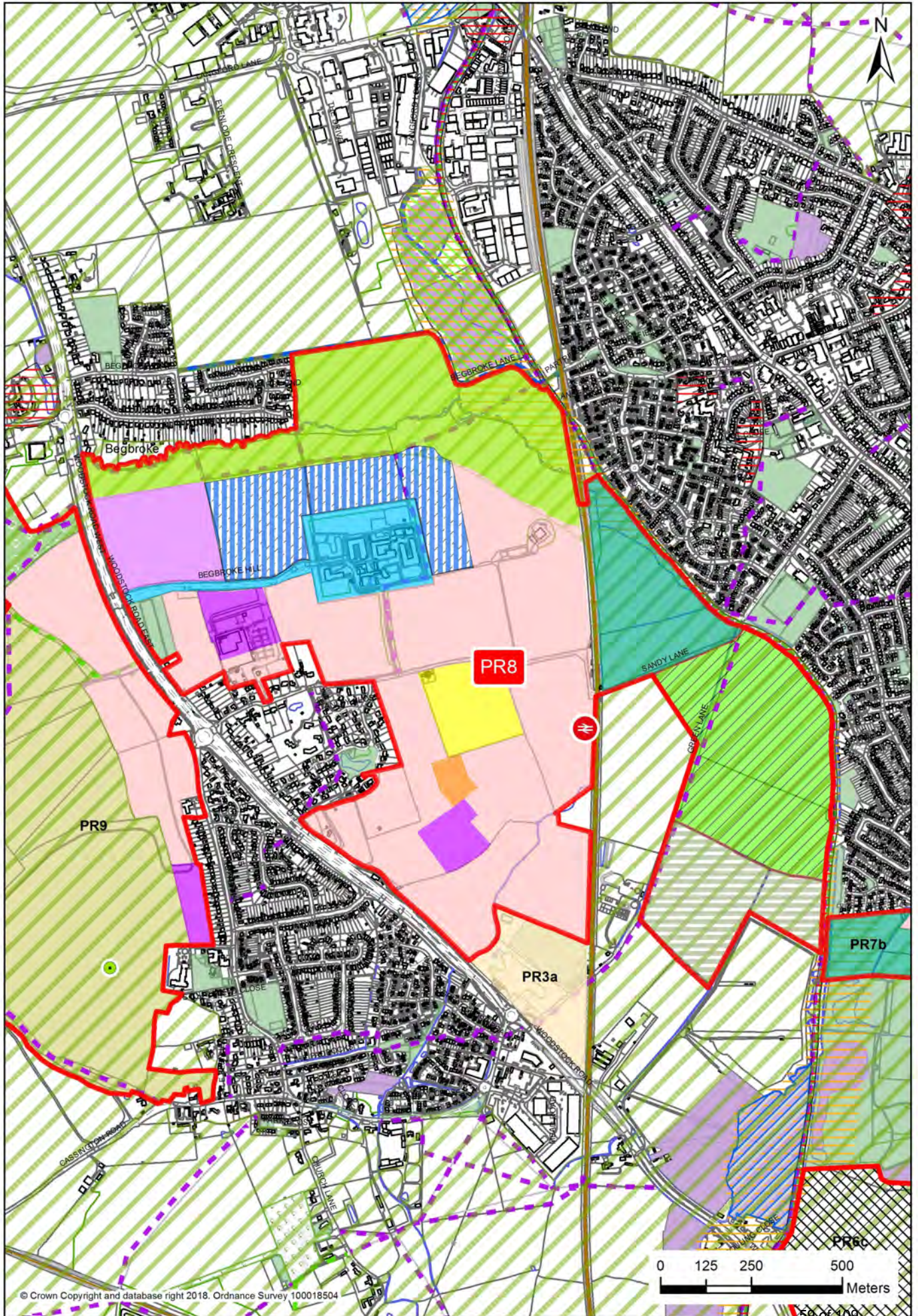


Retained Agricultural Land



Revised Green Belt

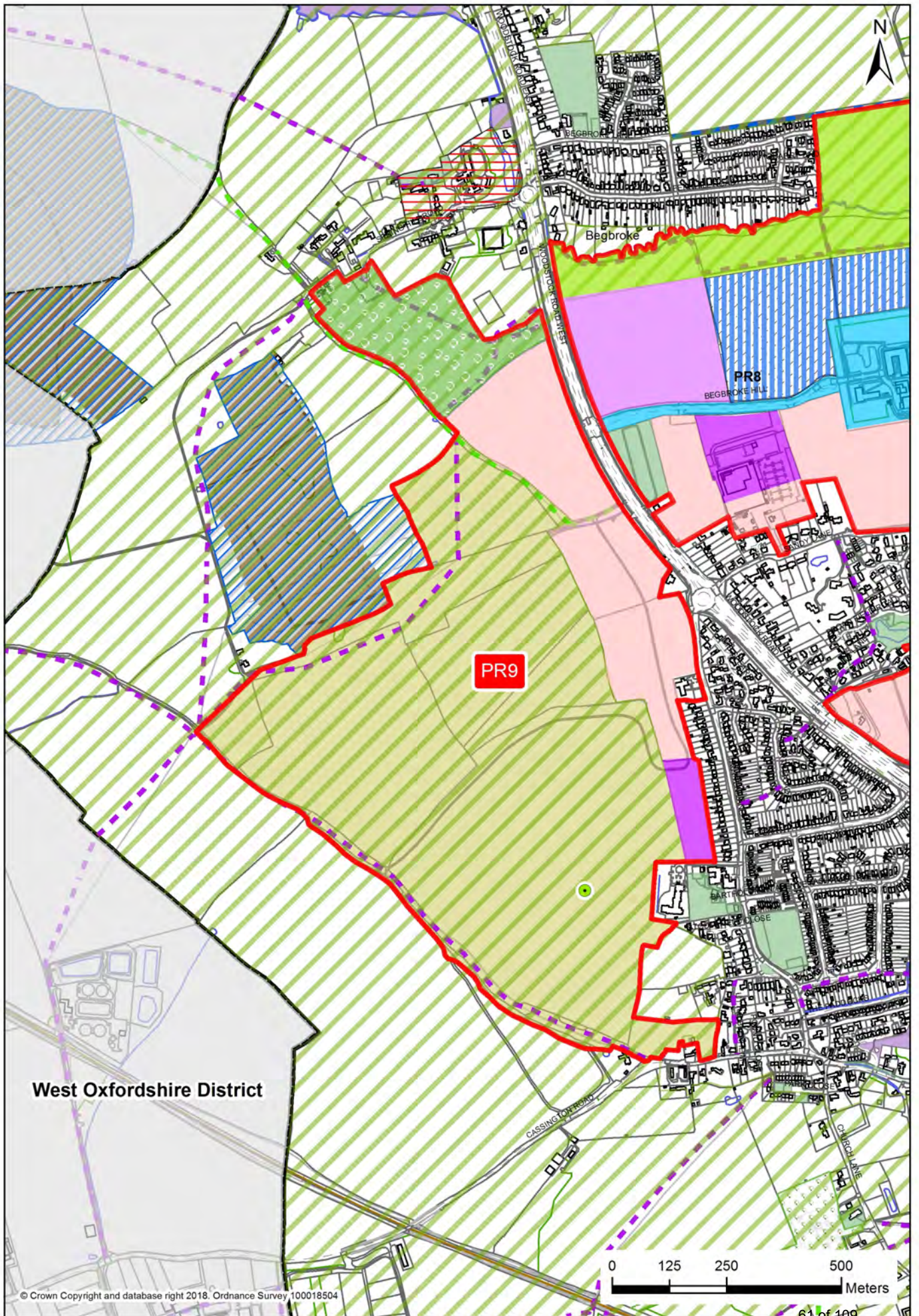
Policy PR8 Map













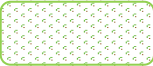
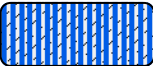












Policy PR8 Key

	Policy PR8		Public Bridleway
	Community Woodland		Public Footpath
	Conservation Areas		Restricted Byway
	Conservation Target Areas		Reserved Land for Railway Station Halt
	Existing Begbroke Science Park		Reserved Site for Golf Course Replacement
	Existing Green Space		Residential
	Former Landfill Site		Retained Agricultural Land
	Historic Parks and Gardens		Revised Green Belt
	Land Reserved for Employment		Secondary School Use
	Local Centre		Site of Special Scientific Interest (SSSI)
	Local Nature Reserve		
	Local Nature Reserve		
	Local Wildlife Site		
	Nature Conservation Area		
	NERC Act. S41		
	New Green Space/Parks		
	Oxford Canal Trail		
	PR3a (Safeguarded Land)		
	Primary School Use		
	Public Access Land		

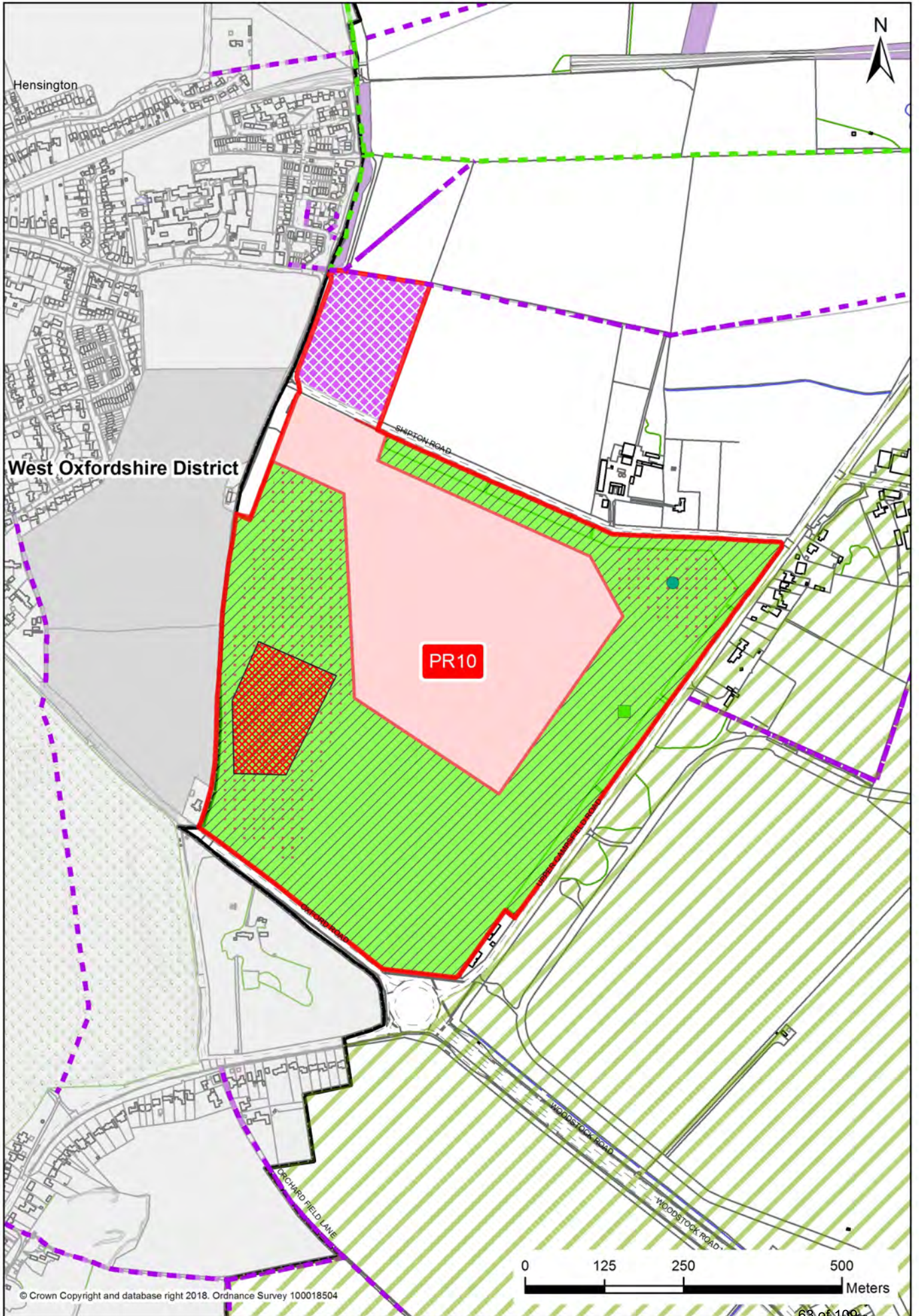
Policy PR9 Map



Policy PR9 Key

	Policy PR9		Revised Green Belt
	Ancient Woodland		Secondary School Use
	Cherwell District		West Oxfordshire District
	Community Woodland		
	Conservation Areas		
	Existing Begbroke Science Park		
	Existing Green Space		
	Historic Parks and Gardens		
	Land Reserved for Employment		
	Local Nature Reserve		
	Local Nature Reserve		
	Local Wildlife Site		
	Nature Conservation Area		
	NERC Act. S41		
	New Green Space/Parks		
	Primary School Use		
	Public Access Land		
	Public Bridleway		
	Public Footpath		
	Restricted Byway		
	Residential		

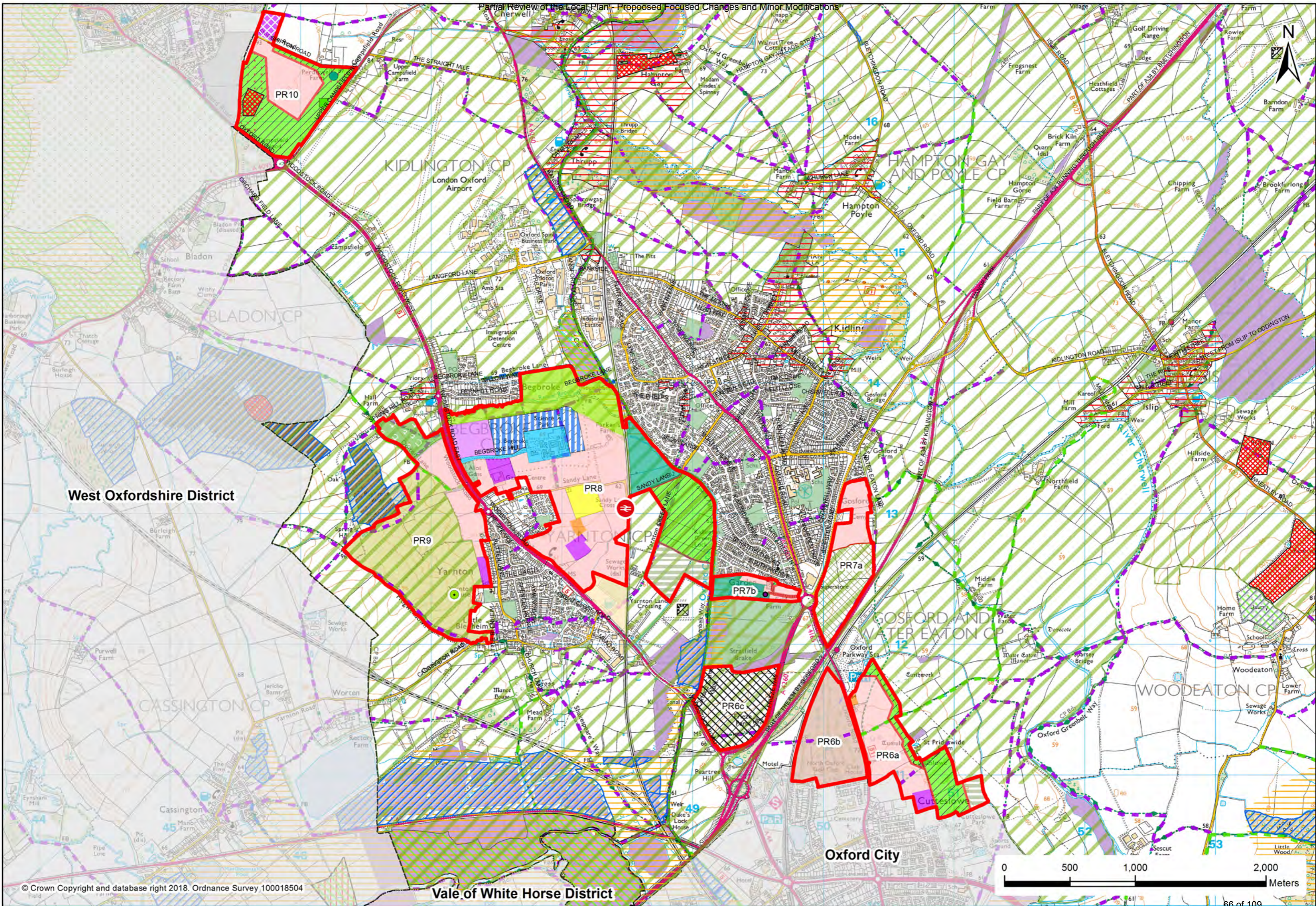
Policy PR10 Map



Policy PR10 Key

-  Policy PR10
-  Archaeological Constraint Area
-  Cherwell District
-  Community Woodland
-  Existing Green Space
-  Historic Parks and Gardens
-  Nature Conservation Area
-  NERC Act. S41
-  New Green Space/Parks
-  Proposed Development (WODC)
-  Public Bridleway
-  Public Footpath
-  Residential
-  Revised Green Belt
-  Safeguarded Area for Primary School Use or Outdoor Sports Provision
-  Scheduled Ancient Monument
-  West Oxfordshire District

Appendix 1 Map



Appendix 1 Key

	Partial Review Policy		New Green Space/Parks
	Ancient Woodland		Outdoor Sports Provision
	Community Woodland		Oxford Canal Trail
	Community Woodland		PR3a (Safeguarded Land)
	Conservation Areas		Primary School Use
	Conservation Target Areas		Public Access Land
	Existing Begbroke Science Park		Public Bridleway
	Existing Green Space		Public Footpath
	Existing Orchard		Restricted Byway
	Former Landfill Site		Reserved Land for Railway Station Halt
	Historic Parks and Gardens		Reserved Site for Golf Course Replacement
	Land Reserved for Employment		Residential
	Local Centre		Retained Agricultural Land
	Local Nature Reserve		Revised Green Belt
	Local Nature Reserve		Safeguarded Area for Primary School Use or Outdoor Sports Provision
	Local Wildlife Site		Scheduled Ancient Monument
	Nature Conservation Area		Secondary School Use
	Nature Conservation Area		Site of Special Scientific Interest (SSSI)
	Neighbouring Authority		Special Areas of Conservation
	NERC Act. S41		

Appendix 2 Map (Proposed Changes to the Green Belt within Cherwell District)

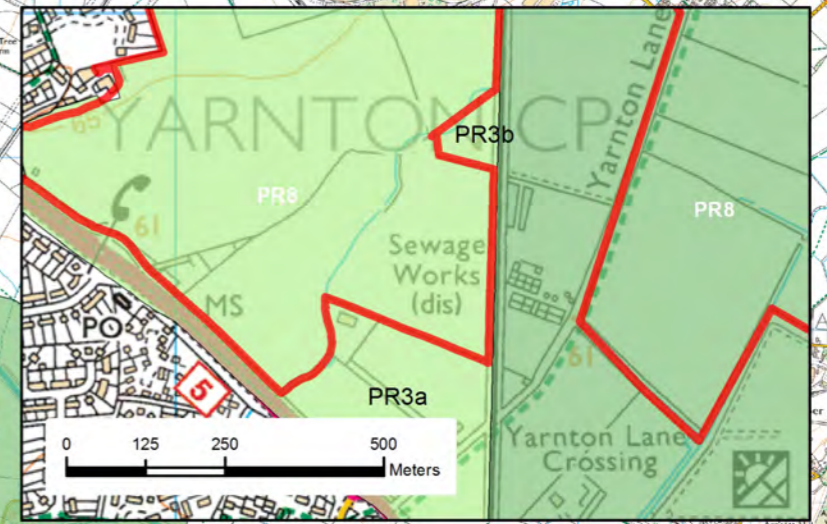
West Oxfordshire District

Aylesbury Vale District

South Oxfordshire District

Vale of White Horse District

Oxford City

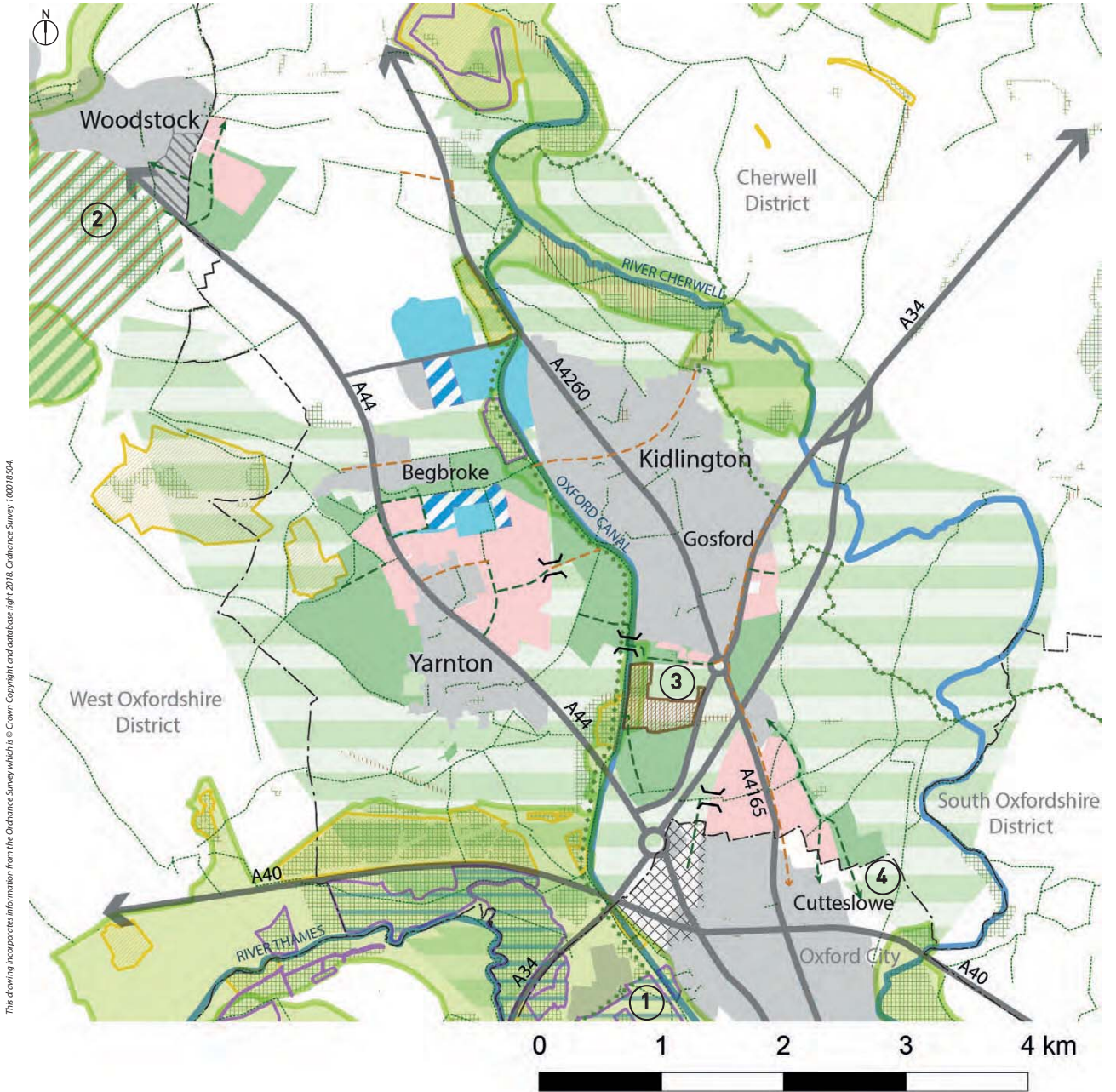


Key

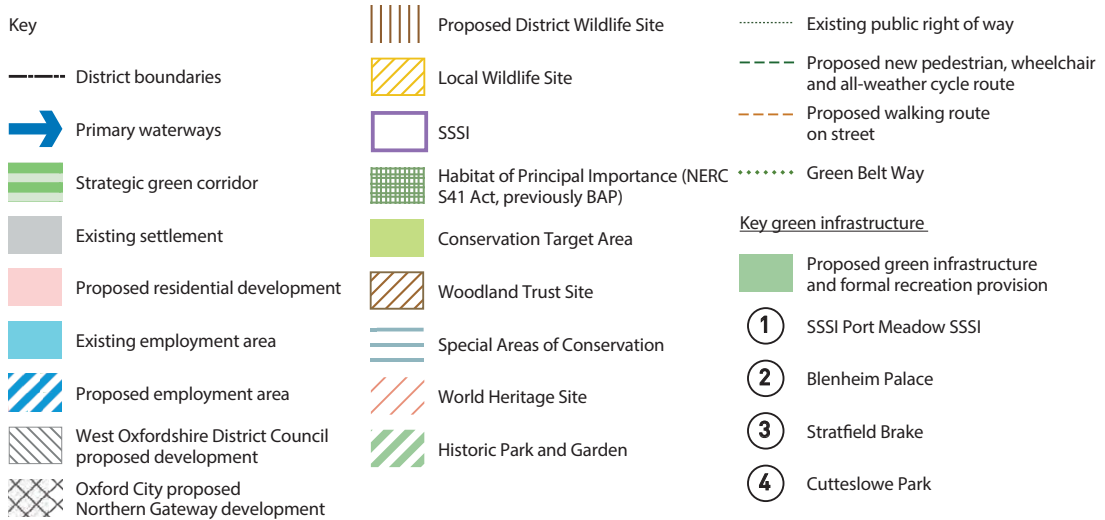
- Proposed Site Boundaries
- Revised Green Belt
- Green Belt to be removed



Appendix 6 Thematic Map (Green Corridors)

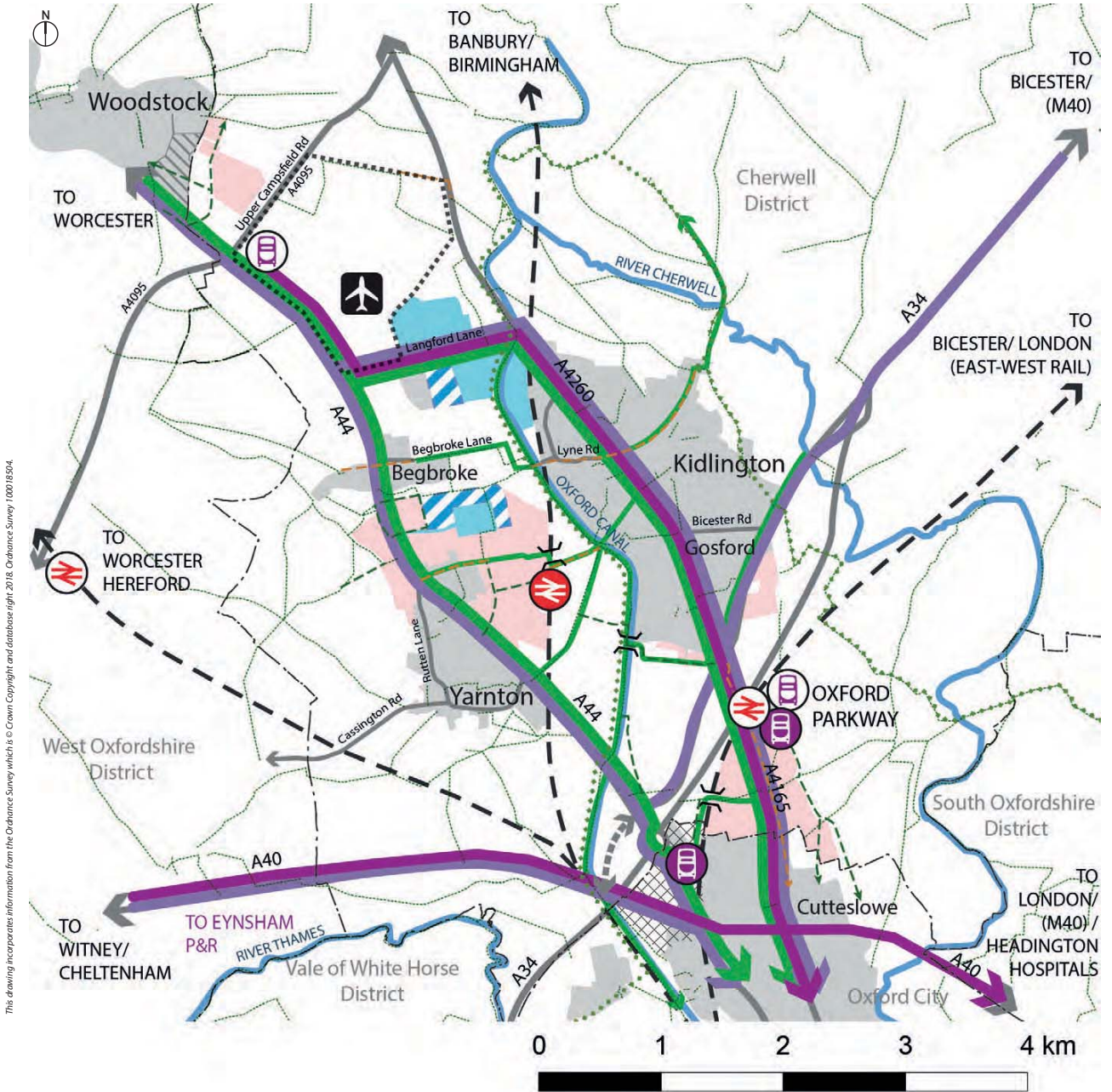


Green Corridors - For Illustrative Purposes Only



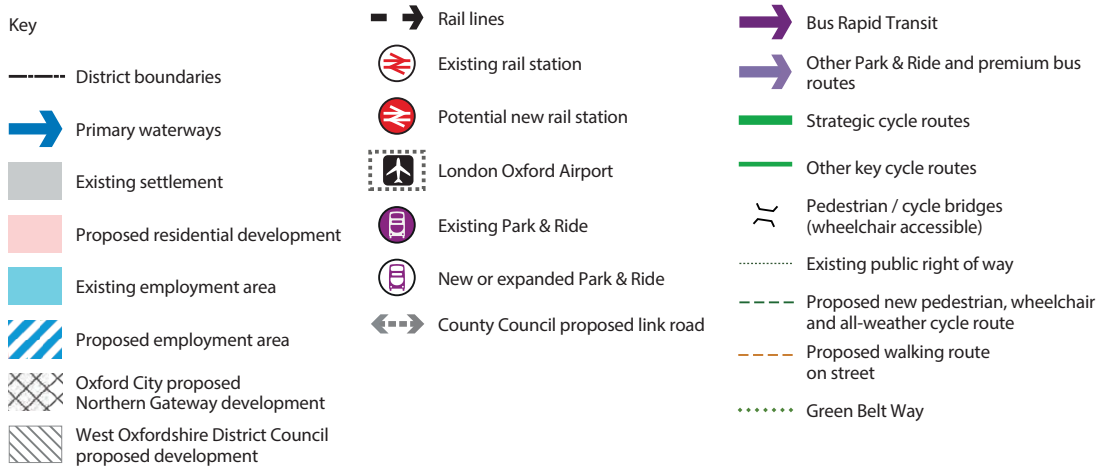
Appendix 6 Thematic Map (Sustainable Movement Plan)

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications



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Sustainable Movement Thematic Plan - For Illustrative Purposes Only



Partial Review of the Cherwell Local Plan 2011-2031 (Part I) – Proposed Submission Appendix 3 – Housing Trajectory (February 2018)

Partial Review of the Local Plan - Housing Trajectory																
Total Plan Requirement (2021-2031)	4400 Homes															
Plan Requirement (2021-2026)	1700 Homes															
	Allocation	Scheme & Site Preparation			1st Five Year Supply Period											Total
		18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31		
North Oxford																
Policy PR6a – Land East of Oxford Road	650	0	0	0	25	50	75	100	100	100	100	50	50	0	650	
Policy PR6b – Land West of Oxford Road	530	0	0	0	0	0	30	75	75	75	75	75	75	50	530	
Kidlington																
Policy PR7a – Land South East of Kidlington	230	0	0	0	0	0	0	0	0	30	50	50	50	50	230	
Policy PR7b – Land at Stratfield Farm	100	0	0	0	25	50	25	0	0	0	0	0	0	0	100	
Begbroke																
Policy PR8 – Land East of the A44	1950	0	0	0	50	100	225	225	225	225	225	225	225	225	1950	
Yarnton																
Policy PR9 – Land West of Yarnton	53440	0	0	0	30	75	75	75	100	10060	5025	250	0	0	53440	
Woodstock																
Policy PR10 – Land South East of Woodstock	41500	0	0	0	0	0	0	0	0	50	100	100130	100130	6090	41500	
Total	4400	0	0	0	130	275	430	475	500	5480	600575	53025	5300	385415	4400	
Five Year Housing Land Supply Requirement																
Housing Requirement 2021-2026	1700															
Annual Requirement	340															
Requirement to date	0															
Completions	0															
Shortfall / Surplus	0															
Base Requirement over next 5 years	1700															
Base requirement with shortfall / surplus	1700															
Plus 5% (NPPF)	1785															
Annual requirement over next 5 years	357															
Deliverable supply over next 5 years	1810															
Total years supply	5.1															

Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need-Proposed Submission July 2017
Proposed Focused Changes and Minor Modifications - February 2018

Appendix 4 Infrastructure Schedule

The Infrastructure Schedule accompanying the Local Plan (Part1) Partial Review identifies infrastructure schemes to support growth and ensures that infrastructure needs for Cherwell are incorporated in the relevant Infrastructure providers' plans and programmes. The process of infrastructure planning is an iterative one with the Council working with infrastructure providers to support the plan's growth and feeding into the wider strategic infrastructure programme led by the Oxfordshire Growth Board. Work will continue through more detailed planning stages such as the preparation of site development briefs and yearly monitoring of infrastructure planning and provision.

Growth for Cherwell is committed in the adopted Local Plan (2015) and supported by an infrastructure programme in its associated Infrastructure Delivery Plan (IDP). The IDP is updated on a yearly basis with information from infrastructure providers as part of the Council's Annual Monitoring Report. The Local Plan Part 1 Partial Review addresses Oxford's unmet housing needs within Cherwell and its preparation has considered the growth already committed in the adopted plan as well as seeking to avoid undermining the adopted plan's strategy and delivery of growth. Strategic infrastructure matters in south Cherwell are of equal relevance for the adopted Local Plan (Part 1) and the Local Plan (Part1) Partial Review.

As the Local Plan (Part1) Partial Review progresses to adoption, infrastructure monitoring and delivery will form part of the Council's yearly IDP updates and AMR reporting.

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
Transport & movement											
1.	Explore potential for a new rail station/halt between Kidlington and Begbroke_	Identify potential for future new rail services and stations that reduce the reliance on private car for inter urban travel	Desirable	Long term	TBC N/A	TBC N/A	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>OxIS Stage 2 Sept. 2017</u>	All LP1 PR sites	LP1 PR representations on behalf of OU	<u>Long term aspiration being explored by the site promoter-. Policy -PR8 safeguards land so that future opportunities are not prevented. Delivery of LP1 PR does not depend on this scheme</u>
2.	Expansion of Water Eaton P&R	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	Long -Medium term	c. £14.5m TBC	LTP4 TBC	OCC, bus service providers, private developers	LTP4 LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites,	OCC OTS	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>
3.	Explore potential for a P&R at London Oxford Airport	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	Long -Medium term	c. £17m TBC	LTP4 TBC	OCC, bus service providers, private developers	<u>P&R Study, OCC May 2016</u> <u>OxIS Stage 2 Sept. 2017</u>	All LP1 PR sites	OCC OTS	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
4.	Bus Lane <u>and bus stop</u> improvements along the A4260/A4165	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	<u>Scheme specific below</u> TBC	<u>Scheme specific below</u> TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	OCC OTS TA (ITP)	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>
4a	Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to m</u> Medium term	TBC c. £3.87m	TBC LTP4	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>
4b	A4260 – southbound bus lane from The Moors to Benmead Road	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to m</u> Medium term	c. £0.583m* TBC	<u>LTP44</u> TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	<u>Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>
4c	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to medium term</u> Medium term	c. £0.539m TBC	<u>LTP4</u> TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	
4d	A4165: Northbound bus lane Summerhill Road to Davenant Road	transport changes provided for by the Oxford Transport Strategy	Critical	Medium term	TBC	TBC	developers	LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u>	All LP1PR sites		<u>*Cost from Lonsdale to Davenant (some 2way)</u>
4e	A4165: Southbound bus lane from Rawlinson road to St Margaret's Road		Critical	Medium term	TBC	TBC		<u>Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017</u>	All LP1PR sites		

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
								<u>OxIS Stage 2, Sept. 2017</u>			
5	Signalised junctions along the A4260/A4165 corridor to improve bus movements (including Bus Gate near Kidlington centre).	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	<u>Scheme specific</u> <u>belowTBC</u>	<u>Scheme specific</u> <u>belowTBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable	All LP1PR sites	OCC OTS TA (ITP)	<u>Potential sources of funding include:</u> <u>Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements.</u> <u>All OXON authorities sign off –February 2018,</u> <u>Local Growth Fund bids,</u> <u>Developer contributions.</u>
5a	A4260/Bicester Road Signalised junction – RT detection and advanced stop line		Critical	<u>Short to m</u> Medium term	<u>TBCc.£0.31</u> <u>3m</u>	<u>TBC</u> <u>LTP4</u>		Transport (PR4a) LP1 PR: Infrastructure	All LP1PR sites		
5b	A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing.		Critical	<u>Short to m</u> Medium term	<u>TBCc.£0.31</u> <u>3m</u>	<u>TBC</u> <u>LTP4</u>	OCC, bus service providers, private developers	Delivery (PR11) <u>A44 & A4260 Corridor Study,</u> <u>OCC April 2017</u>	All LP1PR sites		
5c	Langford Lane/A4260 junction improvements with bus lanes on some approaches		Critical	<u>Short to m</u> Medium term	TBC	<u>LTP4</u> <u>TBC</u>		<u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites		
6	Bus Lane improvements along the A44/A4144	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	<u>Scheme specific</u> <u>belowTBC</u>	<u>Scheme specific</u> <u>belowTBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	PR8 PR9 PR10	OCC OTS TA (ITP)	<u>Potential sources of funding include:</u> <u>Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements.</u> <u>All OXON authorities sign off –February 2018,</u> <u>Local Growth Fund bids,</u> <u>Developer contributions.</u>
6a	Southbound bus lane on A44 between Bladon Roundabout and Langford Lane from the new southern exit from East Yarnton (Bebroke) through to Loop Farm Roundabout		Critical	<u>Short to m</u> Medium term	<u>TBCc.£0.52</u> <u>1m</u>	<u>TBC</u> <u>LTP4</u>		LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure	PR8 PR9 PR10		
6b	Southbound bus lane on A44, between Langford Lane to and Spring Hill junction		Critical	<u>Short to m</u> Medium term	TBC	<u>LTP4</u> <u>TBC</u>	OCC, bus service providers, private developers	<u>OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	PR8 PR9 PR10		
6c	Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange		Critical	<u>Short to medium term</u>	TBC	<u>TBC</u> <u>LTP4</u>			PR8 PR9 PR10		
6e	Extend Northbound bus lane on Woodstock Road to Bainton Road (currently stops at Moreton Road)		Critical	Medium term	TBC	TBC			PR8 PR9 PR10		

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
6d	Northbound bus lane on A44 between Langford Lane and Bladon Roundabout, Southbound bus lane from approximately 200m south of Bladon roundabout to Langford Lane	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	TBC c.£3.89m	TBC LTP4	OCC, bus service providers, private developers	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	PR8 PR9 PR10	OCC OTS TA (ITP)	
7	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	TBC <u>Pending development</u>	<u>Bus operator and developer funded</u> TBC	OCC, bus service providers, private developers		PR8	OCC OTS TA (ITP)	<u>To be delivered by development proposal</u>
8	Junction improvements facilitating cross-corridor bus movements (A44 to/from A4260)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	<u>Scheme specific below</u> TBC	<u>Scheme specific below</u> TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1 PR sites	OCC OTS TA (ITP)	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements.</u> <u>All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions.</u>
8a	Left turn bypass lane from A4095 Upper Campsfield Road to A44		Critical	<u>Short to m</u> Medium term	TBC <u>c.£1.04m</u>	TBC LTP4			All LP1 PR sites	OCC OTS	
8b	Bus only left turn filter A44 to Langford Lane (<u>General traffic to turn left from additional lane at junction</u>)		Critical	<u>Short to m</u> Medium term	<u>c.£1.04m</u> TBC	TBC LTP4	All LP1 PR sites		TA (ITP)		
8c	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of <u>pedestrian/cycle crossings</u>		Critical	<u>Short to m</u> Medium term	<u>c.£1.04m</u> TBC	TBC LTP4	OCC, bus service providers, private developers		All LP1 PR sites	OCC OTS	
8d	Upgrade of outbound bus stop on A4165 opposite Parkway		Critical	<u>Short to m</u> Medium term	TBC	TBC			All LP1 PR sites	TA (ITP)	

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
9	Cycle super Highway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	All LP1 PR sites	TA (ITP)	
9a	Cycle super highway along the A4260/A4165 to Oxford Parkway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to Medium term	TBC c.£2.1m-5.25m	TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	TA (ITP)	<u>Potential sources of funding include:</u> <u>Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements.</u> <u>All OXON authorities sign off –February 2018,</u> <u>Local Growth Fund bids,</u> <u>Developer contributions.</u>
9b	Cycle super highway along A4165 from Oxford Parkway to Oxford city centre		Critical	Short to Medium term	TBC N/A	TBC N/A	OCC private developers	<u>A44 & A4260 Corridor Study,</u> <u>OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>			

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
15 <u>10</u>	Pedestrian and cycle improvements linking Kidlington, Begbroke and Yarnton: Potential closure/unadoption of Sandy Lane to form green cycle/pedestrian route linking the A44 and the A4260 (Subject to consultation with OCC). This will be the central spine of a network of footpaths/cycle ways through Land east of the A44 (PR8) and it will be cycle/pedestrian/ wheelchair accessible. Improving Green Lane linking Sandy Lane/Yarnton Road and the A44 to become a cycle track.	Improving sustainable transport accessibility and active travel	Critical	Short to <u>Medium term</u>	TBC <u>Scheme specific below</u>	TBC <u>Scheme specific below</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure A44 & A4260 Corridor Study, OCC April 2017 <u>OxIS Stage 2, Sept. 2017</u>	All sites	TA (ITP)	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off –February 2018, Local Growth Fund bids, Developer contributions. Developer contributions</u>
12 <u>11a</u>	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Desirable <u>Necessary</u>	Medium <u>Short term</u>	c.£0.50m	TBC <u>LTP4</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC TA (ITP)	<u>Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local authority budget</u>
12a <u>11b</u>	20mph zone in centre of Kidlington on A4260 between Lyne Road and Sterling Approach	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Desirable	Medium term	TBC	TBC <u>LTP4</u>	OCC private developers	Delivery (PR11) LP1 PR: Infrastructure LP1 PR: Kidlington centre (PR4b) Kidlington Masterplan <u>A44 & A4260 Corridor Study, OCC April 2017</u>	All LP1 PR sites	OCC TA (ITP)	<u>Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local authority budget</u>

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
15g <u>12</u>	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to key facilities on the A4165 including proposed sporting facilities at Land South East Kidlington (PR7a) and Oxford Parkway	Improving sustainable transport accessibility and active travel	Critical	Short to m <u>Medium term</u>	TBC <u>On-site transport mitigation/design considerations. Pending development</u>	TBC <u>Development proposal</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR:	PR7b	CDC	<u>To be delivered by development proposal</u>
15 m <u>13</u>	New public bridleways suitable for pedestrians, all-weather cycling, wheelchair use and horse riding, and connecting with existing public right of way network including existing bridleway at Dolton Lane	Improving accessibility and active travel	Desirable	Short to m <u>Medium term</u>	TBC <u>Site/design considerations. Pending development</u> TBC	TBC <u>Development proposals</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR8 <u>PR9</u>	CDC	<u>Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions</u>
15f <u>14</u>	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including suitable crossing over the Oxford Canal)	Improving sustainable transport accessibility and active travel	Critical	Short to m <u>Medium term</u>	TBC <u>c.£503k*</u>	TBC <u>Development proposals</u>	OCC private developers <u>Canal and River Trust</u>	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR7b PR8	TA (ITP) CDC	<u>*Includes bridge cost. Apportionment to both sites To be delivered by development proposal</u>
<u>15</u>	<u>New public bridleway/green link connecting Land at Stratfield Farm (PR7b) with Land East of the A44 (PR8) across the Oxford Canal, and exploration of links with the wider PRoW east of the A4165.</u>	<u>Improving accessibility and active travel</u>	<u>Necessary</u>								
13e <u>16</u>	<u>Wheelchair accessible Pedestrian/cycle bridge over the Oxford Canal linking Stratfield Farm (PR7b) to Land East of the A44 (PR8)</u>	Improving sustainable transport accessibility and active travel	Critical	Short to m <u>Medium term</u>	TBC <u>c.£250k**</u>						<u>**subject to feasibility and design To be delivered by development proposals</u>

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
10 17a	Sandy Lane – pedestrian and cycle new link over railway	Improve sustainable cross corridor connections between the A44 and the A4260	Critical	Short to m Medium term	TBC c.£0.52m 2m-5m	Pending development proposal TBC	OCC Network Rail Private sector developers	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable	PR8	OCC TA (ITP)	Potential sources of funding include: Emerging Oxfordshire Growth Deal - North
13b 17b	Sandy Lane Level Crossing pedestrian/cycle bridge (Delivered with scheme 10-17a above)		Critical	Short to Medium medium term	TBC c.£0.52m	TBC Pending development proposal	OCC private developers	Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR8	OCC TA (ITP)	Oxford All Modes Corridor Improvements. All OXON authorities sign off February 2018 Local Growth Fund bids Developer contributions Network Rail Delivered within site PR8 but relevant to improving sustainable connections between the A44 and A4260
13e 18	Kidlington roundabout: provision of pedestrian/cycle crossing at the roundabout and exploring the potential for a pedestrian/cycle bridge over Frieze Way	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	TBC c.£7m	LTP4 TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR6a PR6b PR7a PR7b	OCC	Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off February 2018 Local Growth Fund bids Developer contributions
15a 19	Public vehicular, cycle, pedestrian and wheelchair connectivity within the Land West of Yarnton site to services and facilities in Yarnton including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of	Ensure safe access and integration with existing road network	Critical	Short to m Medium term	TBC Transport mitigation/design considerations. Pending development	TBC Development proposal	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR9	OCC	To be delivered by development proposal

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	connection off-site and to existing or potential public transport services.							LP1 PR: Infrastructure			
20 5	New walking and cycling routes from Land West of Yarnton (PR9) through Yarnton	Improving sustainable transport accessibility and active travel	Critical	Short to Medium term	TBC Transport mitigation/design considerations. Pending development	TBC Development proposal	OCC private developers		PR9	TA (ITP)	<u>To be delivered by development proposal</u>
11	Cycle and pedestrian improvements	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR10 PR9 PR8	OCC TA (ITP)	
11 21	Cycle and pedestrian improvements along the A44 (between Bladon Roundabout and Pear Tree Roundabout) enabling: a) improved cycling facilities to link onto planned improvements to Pear Tree Roundabout and the cycle route along Woodstock Road (south of A34) into Oxford b) high quality pedestrian /cycle crossing for shared use path through Langford Lane junction and across the A44 (Shared Use Path improvements and new provision)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to Medium term	TBC Apportioned cost of A44 and Woodstock Road scheme c. £8.23m	TBC-LTP4	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR10 PR9 PR8	OCC TA (ITP)	Potential sources of funding include: <u>Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements.</u> <u>All OXON authorities sign off –February 2018,</u> <u>Local Growth Fund bids,</u> <u>Developer contributions.</u>

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11b 22	Cycle and pedestrian improvements along Langford Lane including enhancement to formalise crossing, Shared Use Path (SUP) on the western end of Langford Lane and hybrid cycle lanes for the eastern end.		Critical		TBC c.£0.772m						
44 23	Reduction of speed limit and pedestrian/cycling crossing at key locations along the A44 (from Sandy Lane to Cassington Road)	Improving sustainable transport accessibility and active travel	Critical	Short to mMedium term	Transport mitigation/ design considerations. Pending development TBC	Development proposal TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	PR9 PR8	OCC TA (ITP)	
45 24	Footpaths/cycleways within proposed development sites that link new development to existing and proposed networks	Improving sustainable transport accessibility and active travel	Critical	Short to mMedium term	Scheme specific below TBC	Scheme specific below TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	All LP1 PR sites	PRoW Management Plan 2014	<u>To be delivered by development proposals</u>
15a 25	Pedestrian/cycling/wheelchair accessibility from land east of Oxford Road (PR6a) to Water Eaton Park and Ride and Oxford Parkway Station		Critical	Short to mMedium term	Site transport mitigation/ design considerations on TBC	Development proposal TBC	OCC private developers	LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure <u>OxIS Stage 2, Sept. 2017</u>	PR6a	TA (ITP)	<u>Delivery likely to be linked to Green Infrastructure schemes below.</u> <u>To be delivered by development proposal</u>
15b 26	Pedestrian/cycling/wheelchair accessibility from land west of Oxford Road (PR6b) to the employment opportunities at Oxford's Northern Gateway	Improving sustainable transport accessibility and active travel	Critical	Short to mMedium term	Site transport mitigation/ design considerations on TBC	Development proposal TBC	OCC private developers	Infrastructure <u>OxIS Stage 2, Sept. 2017</u>	PR6b	TA (ITP)	<u>Delivery likely to be linked to Green Infrastructure schemes below</u> <u>To be delivered by development proposal</u>
13d 27	Upgrade existing footbridge over the railway linking to Northern Gateway to pedestrian/cycle/Wheelchair	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Site transport mitigation/ design	Development proposal TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	PR6b	OCC TA (ITP)	<u>To be delivered by development proposal</u>

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	accessible providing links to Northern Gateway				<u>consideration</u> TBC			LP1 PR: Sustainable Transport (PR4a)			
15e 28	Pedestrian/cycling/wheelchair accessibility across A4165 from Land west of Oxford Road (PR6b) to services and facilities at Land East of Oxford Road (PR6a) and Oxford Parkway	Improving sustainable transport accessibility and active travel	Critical	Short to Medium term	<u>Site transport mitigation/design</u> <u>consideration</u> TBC	<u>Development proposal</u> TBC €	OCC private developers	LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure OxIS Stage 2, Sept. 2017	PR6b	TA (ITP)	<u>To be delivered by development proposal</u>
29 15d	Footway along southbound carriage way of Bicester Road	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	<u>Site transport mitigation/design</u> <u>consideration</u> TBC	<u>Development proposal</u> TBC €	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR7a	TA (ITP)	<u>To be delivered by development proposal</u>
30 15e	Pedestrian/cycling/wheelchair accessibility to Oxford Parkway, Water Eaton P&R, across to Bicester Road and to formal sports pitches on site	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	<u>Site transport mitigation/design</u> <u>consideration</u> TBC	<u>Development proposal</u> TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR7a	CDC	<u>To be delivered by development proposal</u>
15h 31	Create pedestrian, cycle and wheelchair friendly crossings which link new development at Land South East of Woodstock to existing and proposed networks including Oxford Road and Campsfield Road.	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	<u>Site transport mitigation/design</u> <u>consideration</u> TBC	<u>Development proposal</u> TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	<u>To be delivered by development proposal</u>
15k 32	Pedestrian, cycle and wheelchair connections between Land South East of Woodstock and	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	<u>Site transport mitigation/</u> TBC	<u>Development proposal</u> TBC	OCC private developers	Infrastructure Delivery (PR11) LP1 PR:	PR10	TA (ITP)	<u>To be delivered by development proposal</u>

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	Woodstock including provision and improvement along the A44				<u>design consideration</u> onTBC			Infrastructure			
15 33	Pedestrian, cycle and wheelchair connections across the site linking the public open space with the wider footpath network and A44 cycle route via new crossing points over the A44 and Upper Campsfield Road	Improving sustainable transport accessibility and active travel	Critical	Medium term	<u>Site transport mitigation/design consideration</u> onTBC	<u>Development proposal</u> TB€	OCC private developers		PR10	CDC	<u>To be delivered by development proposal</u>
15 34	Creation of routes/green infrastructure links to ensure a layout that affords good access to Woodstock	Ensuring integration with exiting development and transport networks, improving accessibility and active travel	Critical	<u>Short to medium term</u>	<u>Site transport mitigation/design consideration</u> onTBC	<u>Development proposal</u> TB€	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR10	CDC	<u>To be delivered by development proposal</u>
16 35	Vehicular spine route through Land East of the A44 (suitable for use by buses)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to medium term</u>	<u>TBCOn-site transport mitigation/design considerations</u>	<u>TBCDevelopment proposal</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>OxIS Stage 2, Sept. 2017</u>	PR8	TA (ITP)	<u>To be delivered by development proposal</u>
17 36	Highways Works to Kidlington Roundabout/Oxford Road to enable site access for Land at Stratfield Farm	Ensure safe access and integration with existing road network	Critical	Medium term	<u>TBCSite transport mitigation/design consideration</u>	<u>Development proposal</u> TB€	OCC private developers	LP1 PR: Infrastructure Delivery (PR11)	PR7b	OCC	<u>To be delivered by development proposal</u>

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No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
Education											
18 37	Primary School 2FE at Land East of Oxford Road	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	TBC c.£10m	TBC Pending development proposal €	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b	OCC	<u>Potential funding sources include:</u> <u>Developer contributions and Education and Skills Funding Agency funding streams for capital investment in school provision</u>
19 38	Primary School 3FE at Land East of the A44		Critical	Medium term	TBC c.£13.7m	TBC Pending development proposal TBC	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR8	OCC	<u>Early engagement with LEA needed to inform a site development brief and development proposals and allow consideration of wider needs and provision.</u> <u>Potential funding sources include:</u> <u>Developer contributions and Education and Skills Funding Agency funding streams for capital investment in school provision</u>
	<u>Primary School 2FE at Land East of the A44 if required- in consultation with the LEA and unless otherwise agreed with CDC</u>	<u>Expand the schools and colleges provision to match the needs of residents and businesses.</u>	<u>Critical</u>	<u>Medium term</u>	TBC c.£10m				PR8	OCC	
20 39	Additional playing field land (c.1.5ha) to be provided at Land West of Yarnton to facilitate the expansion of William Fletcher Primary School by a 0.5 FE to on the school site facilitate a 0.5 FE expansion of the school (to a 2 FE). <u>If required</u>	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	TBC c.£326.4K*	TBC Development proposal	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR9	OCC	<u>Costs relate to playing pitches provision on c.1.6 ha at PR9</u> <u>Potential funding sources include:</u> <u>Developer contributions and Education and Skills Funding Agency funding streams for capital investment in school provision</u>
21 40	<u>Safeguarding of 3.1 hectares of land north of Shipton Road for the potential development of a new primary school (2 forms of</u>		Critical	Medium term	TBC c.£10m*	TBC Pending development proposal	OCC Education and Skills Funding Agency	LP1: Meeting education needs (BSC7) LP1 PR:	PR10	OCC/CDC	<u>Early engagement with LEA needed to inform a site development brief and development proposals</u>

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	entry), or sports pitches, serving the wider community. Primary School 2FE at Land South East of Woodstock						Agency Private sector developers	Infrastructure Delivery (PR11)			and allow for consideration of wider needs and provision in West Oxfordshire. * The policy requirement for Policy PR10 relates to safeguarding of land and financial contributions,. For indicative purposes, the cost noted covers the provision of a new 2FE school
22 41	Secondary school (9001100- place) at Land East of the A44 with playing pitches located to help maintain a gap between the development and Begbroke village	Expand existing and provide new schools to match the needs of residents and businesses.	Critical	Medium term	TBC c.30.3m	Pending development proposal TBC	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All sites	OCC	Potential funding sources include: Developer contributions and Education and Skills Funding Agency funding streams for capital investment in school provision
23 42	SEN and early years school provision to meet projected needs either on site (including land) or adequate contributions to enable existing facilities to expand.		Critical	Medium term	TBC	TBC	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All sites	OCC	Potential funding sources include: Developer contributions and Education and Skills Funding Agency funding streams for capital investment in school provision
Utilities											
24 43	Water supply links and network upgrades	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	All sites	Thames Water on LP1 IDP update	TW currently preparing AMP7 (2020-2025) which will provide specification of upgrades. To be funded and provided as development comes forward.
25 44	Sewerage links and treatment works upgrade										

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44a	<u>Wastewater Infrastructure upgrades required to serve Site Policy PR6a</u>	<u>Ensure utilities infrastructure grows at the same rate as communities</u>	Critical	Medium term	<u>Costs to be determined as individual development comes forward</u>	<u>To be funded by TW and private developers</u>	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR:	PR6a	WCS Nov.2017	<u>Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary</u>
44b	<u>Wastewater Infrastructure upgrades maybe required to serve Site Policy PR8</u>		Critical	Medium term		<u>To be funded by TW and private developers</u>	Thames Water Private sector developers	Infrastructure Delivery (PR11)	PR8	WCS Nov.2017	<u>Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary</u>
26 45	<u>Oxford WwTW upgrade will be required potential - TBC</u>	<u>Ensure utilities infrastructure grows at the same rate as communities</u>	Critical	Short to medium term	<u>Costs to be determined as individual development comes forward</u>	<u>To be funded by TW and private developers</u>	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR6a, PR6b PR6c PR7a PR7b PR8 PR9	WCS Draft April Nov. 2017	<u>Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary</u>
27 46a	<u>Woodstock WwTW treatment process upgrade will be required</u>		Critical	Short to m Medium to long term					PR10		
46b	<u>Cassington WwTW upgrade will be required</u>	<u>Ensure utilities infrastructure grows at the same rate as communities</u>	Critical		<u>Costs to be determined as individual development comes forward</u>	<u>To be funded by TW and private developers</u>	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b PR8		
28 47	Water conservation measures	Promote sustainable use of water: Maintaining quality and adequate resources	Critical	Short to medium term	<u>Costs to be determined as individual development comes forward</u>	<u>To be funded by TW and private developers</u>	Thames Water Private sector developers	LP1: Water Resources (ESD8) LP1: Protection of Oxford Meadows SAC (ESD9) LP1 PR: Infrastructure Delivery (PR11)	All sites		Developers to engage with TW to draw up water and drainage strategies outlining the developments water and waste water infrastructure.
29 48	Agreement in principle needed with DNO (Southern Electric Power Distribution) for any modification to overhead lines or development beneath overhead lines/undergrounding of	<u>Ensure utilities infrastructure grows at the same rate as communities</u>	Critical	Short to medium term	<u>Costs to be determined as individual development comes</u>	<u>To be funded by SEPD and private developers</u>	SEPD Private sector developers	LP1: Public Service and Utilities (BSC9) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR6c PR7a PR8 PR9	SEPD Consultation Nov.16- Jan17 Consultation	

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	overhead lines in relation to any development site.				forward						
Flood risk											
30 49	Agreement in principle from TW that foul drainage from the site will be accepted into their network as part of any planning application	Reducing potential flooding and pollution risks from surface water.	Critical	Short to medium term	Costs to be determined as individual development comes forward	TW Private sector developers	TW Private sector developers	LP1: Sustainable Flood Risk Management (ESD6) LP1: Sustainable Drainage Systems (SuDs) (ESD7)	All	SFRA L2May 2017	<u>To be delivered by development proposal</u>
31 50	Site specific FRA with detailed analysis and ground investigation to inform SuDS techniques and demonstrating suitable dry site access and egress for each development site.		Critical	Short to medium term	Costs to be determined as individual development comes forward	Private sector developers	EA TW Private sector developers	LP1: Water Resources (ESD8) LP1: Protection of Oxford Meadows SAC (ESD9)	All	SFRA L2May 2017	<u>To be delivered by development proposal</u>
32 51	Provision of blue corridors for public open space/ recreation within those areas of the site in FZ 3		Critical	Short to medium term	forward	Private sector developers	EA Private sector developers	LP1 PR: Infrastructure Delivery (PR11)	PR6a PR7a PR8	SFRA L2May 2017	<u>To be delivered by development proposal</u>
Emergency and rescue services											
52	<u>Provision of Neighbourhood Policing facilities to serve the additional growth identified in the area. This could be through the provision of new touchdown offices as part of planned community Facilities/Centres on the identified new housing sites or through the adaptation/alteration and/or extension of existing TVP facilities in the local area.</u> No known schemes	<u>To ensure the delivery of safe and secure communities where crime and the fear of crime is minimised.</u> N/A	<u>Necessary</u> N/A	<u>Medium term</u> N/A	<u>Not known at this stage</u> N/A	<u>To be funded via Developer contributions</u> N/A	<u>CDC TVP Private Developers</u> N/A	<u>LP1 – BSC9: Public Services and Utilities</u> LP1 PR: <u>Infrastructure Delivery (PR11)</u> LP1 PR: <u>Infrastructure</u> N/A	<u>All LP1 PR sites</u> N/A	<u>TVP</u> N/A	<u>Linked to progress of delivery of new housing schemes</u> N/A
Health											
33 53	Provision of GP health facilities: either through redevelopment of Exeter Hall to accommodate	Ensure health infrastructure grows at the same rate as	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LP1: Securing health and wellbeing (BSC8)	PR6a PR6b PR7a	OCCG CDC	<u>Funding sources include: NHS England Estates and Technology</u>

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	existing practices in larger premises as a preferred approach or through Local Centre space allocated as part of PR6a and PR8.	communities						LP1 PR: Infrastructure Delivery (PR11)	PR7b PR8 PR9		<u>Transformation Fund</u> <u>Developer contributions</u>
34 <u>54</u>	Contribute to provision of GP health facilities in near Woodstock either as part of WODC resolution to approve application 16/01364/OUT or through WODC emerging Local Plan.	Ensure health infrastructure grows at the same rate as communities	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LP1: Securing health and wellbeing (BSC8) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	<u>Funding sources include: NHS England Estates and Technology</u> <u>Transformation Fund</u> <u>Developer contributions</u>
Community infrastructure											
35 <u>55</u>	Sports hall at PR8 Secondary School for shared community use –one additional 4 court sports hall to Sport England specification 34.5 x 20 x 7.5 (690 sqm)	Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure	Necessary	Medium Term	c.£2.34m TBC	Private developers	OCC CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All sites	CDC OCC	<u>To be delivered with scheme41 above</u>
36 <u>56</u>	Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre		Necessary	Long Term	c.£5.71m TBC	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All sites	CDC	
37 <u>57</u>	Community building as part of onsite local centre at Land East of Oxford Road <u>Community facility space of no less than 522m2.</u>		Creation of a sustainable, mixed use development which provides opportunities for community cohesion	Necessary	Long <u>Medium</u> Term	c.£1.25m TBC	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b	CDC
38 <u>58</u>	Community building as part of onsite local centre at Land East of A44 <u>(Community facility space of no less than 862m2)</u>	Necessary		Long <u>Medium</u> Term	c.£1.8m TBC	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure	PR8	CDC	<u>To be delivered by development proposal</u>

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								Delivery (PR11)			
39 59	Extension to Kidlington Cemetery	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long terms	TBC c.£142.8K	Private sector developers TBC	Kidlington PC CDC Private developer	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	
60	Expansion of community facilities located at St John's Baptist Church	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to long term	TBC through work on site's development brief	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b	CDC	To be delivered by development proposal
61	Expansion of community facility in the vicinity	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium term	TBC through work on site's development brief	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal
62	Community facility on Land south East of Woodstock Road (Community facility space of no less than 345m2)	Ensure social infrastructure grows at the same rate as communities	Necessary	Long term	c.£0.8m	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	To be delivered by development proposal
Open space, recreation and biodiversity											
40 63	Oxford Canal – Improvement to towpath infrastructure	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long term	TBC	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) LP1: The Oxford Canal (ESD16) Local Standards of Provision - Outdoor Recreation (BSC11)	All sites subject to consultation with Canal and Rivers	Canal & River Trust Nov.16- Jan17 Consultation	The canal with its towpath provides a direct route into central Oxford from the Kidlington/Begbroke area.

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								Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	Trust		
64	<u>Measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the maintenance of a dark canal corridor through the minimisation of light pollution</u>	<u>Ensure social infrastructure grows at the same rate as communities</u>	Necessary	<u>Medium to Long term</u>	<u>c.£112.2 k</u>	<u>Private developers</u>	<u>CDC Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)</u> <u>LP1: The Oxford Canal (ESD16)</u> <u>Local Standards of Provision - Outdoor Recreation (BSC11)</u> <u>Green Infrastructure (ESD17)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR 7b PR8</u>	<u>CDC</u>	<u>To be delivered by development proposals</u> <u>Costs to be apportioned</u>
44 65	<u>Compensatory land for open space, countryside access and improvements</u> <u>c.19.6 ha at Land east of the Oxford Road (PR6a)</u> <u>c.30h at Land at Frieze Farm if need for replacement Golf Course is demonstrated (PR6b and PR6c)</u> <u>c. 21.45ha at Land South East of Kidlington for sports provision</u> <u>c. 6.80 ha at Land at Stratfield Farm</u> <u>c.79 ha at Land East of the A44 (PR8)</u> <u>c. 82ha at Land West of Yarnton. c.74h for public access (PR9)</u>	<u>Compensatory improvements to Green Belt land environmental quality and accessibility d</u>	Critical	<u>Short to Medium term</u>	<u>FBC Scheme specific below</u>	<u>Private developers Scheme specific below</u>	<u>CDC Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)</u> <u>Local Standards of Provision - Outdoor Recreation (BSC11)</u> <u>Green Infrastructure (ESD17)</u> <u>LP: Oxford Green Belt (ESD14)</u> <u>LP1 PR: The Oxford Green Belt (PR3)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR6a PR7a PR7b PR8 PR9</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
41a	<u>c.16 ha at Land east of the Oxford Road</u>	<u>Compensatory improvements to Green Belt land environmental</u>	Critical	<u>Short to Medium term</u>	<u>FBC</u>	<u>Private developers</u>	<u>CDC Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation</u>	<u>PR6a</u>	<u>CDC</u>	

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		quality and accessibility d						Provision (BSC10) Local Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP: Oxford Green Belt (ESD14) LP1 PR: The Oxford Green Belt (PR3) LP1 PR: Infrastructure Delivery (PR11)			
41b	c. 21.45ha at Land South East of Kidlington	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR7a	CDC	
41c	c. 6.80 ha at Land at Stratfield Farm	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR7b	CDC	
41d	c. 79 ha at Land East of the A44	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR8	CDC	
41e	c. 82ha at Land West of Yarnton	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR9	CDC	
42 66	c. 32ha of compensatory land to ensure the protection of the Blenheim Villa SAM and the setting of Blenheim Palace WHS and Grade 1 Registered Park and Gardens	Compensatory improvements for the protection and improvement of historic assets	Critical	Short to Medium term Long term	TBC	Private developers	CDC OCC ICOMOS Heritage England Private developers	LP1: The Character of the Built and Historic Environment (ESD15) LP1 PR: The Oxford Green Belt (PR3) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	To be delivered by development proposals
43 67	Provision of formal sports, play areas and allotments to adopted standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC Scheme specific below	Private developers	CDC Private developers Parish Councils	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and	All sites	CDC CDC	To be delivered by development proposals

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								Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			
68	<u>Formal sports provision at Land East of Oxford Road</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£ 147.8K</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)</u> <u>Local Standards of Provision - Outdoor Recreation (BSC11)</u>	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
69	<u>Formal sports provision at Land East of the A44</u>		<u>Necessary</u>	<u>Medium</u>	<u>c.£ 79.8K</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>Green Infrastructure (ESD17)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR8</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
70	<u>Formal sports provision at Land West of Yarnton</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£ 222.2K</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR9</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
71	<u>Formal sports provision at Land South East of Woodstock</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Long term</u>	<u>c.£ 170K</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)</u> <u>Local Standards of Provision - Outdoor Recreation (BSC11)</u>	<u>PR10</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
43b 72	<u>Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G, and increasing its size.</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Medium term</u>	TBC <u>c.£400k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>	<u>Green Infrastructure (ESD17)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>All LP1 PR sites</u>	<u>CDC</u>	
43a 73	<u>Formal sport pitches provision at Land South East Kidlington (PR7a) including: 2 3G football</u>	<u>Ensure open space and amenity infrastructure grows at the same rate</u>	<u>Necessary</u>	Medium <u>Long term</u>	TBC <u>c.£3.17m</u>	<u>Private developers</u>	<u>CDC Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation</u>	PR7a <u>All LP1</u>	<u>CDC</u>	<u>Provision of land at PR7a</u>

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	pitches and 1 cricket ground	as communities and current deficiencies in provision are addressed					Parish Council	Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR sites		To be delivered by development proposals
74	Play areas provision at Land East of Oxford Road including: 3 LAPs, 2 LEAPs, 1 NEAP and 1 MUGA	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£1.05m	Private Developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor	PR6a	CDC	To be delivered by development proposals
75	Play areas provision at Land West of Oxford Road including: 2 LAPs, 1 LEAP, 1 NEAP		Necessary	Medium term	c.£756.4k	Private Developers	CDC Parish Council Private developers	Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b	CDC	To be delivered by development proposals
76	Play areas provision at Land South East Kidlington including: 1 LAP and 1 LEAP	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Long term	c.£217.8k	Private Developers	CDC Parish Council Private developers		PR7a	CDC	To be delivered by development proposals
77	Play areas provision at Land at Stratfield Farm including: 1 LAP and 1 LEAP		Necessary	Medium term	c.£217.8k	Private Developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor	PR7b	CDC	To be delivered by development proposals

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
78	Play areas provision at Land East of the A44 including: 5 LAPs, 3 LEAPs, 2 NEAPs and 1 MUGA	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£1.8m	Private Developers	CDC Parish Council Private developers	Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure	PR8	CDC	To be delivered by development proposals
79	Play areas provision at Land West of Yarnton including: 2 LAPs, 1 LEAP, 1 NEAP and 1 MUGA		Necessary	Medium term	c.£840k	Private Developers	CDC Parish Council Private developers	Delivery (PR11)	PR9	CDC	To be delivered by development proposals
80	Play areas provision at Land South East of Woodstock including: 2 LAPs, 1 LEAP and 1 NEAP		Necessary	Long term	c.£756.4k	Private Developers	CDC Parish Council Private developers		PR10	CDC	To be delivered by development proposals
44b	Allotments to be provided in accordance to LP1	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Short to Long term	FBCScheme specific below	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR9 PR8 PR10	CDC	To be delivered through policy requirement for all sites comprising 275+ dwellings.
81	Allotments to be provided at Land East of Oxford Road (0.47ha)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable Necessary	Medium term	c.£140k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered by development proposals
82	Allotments to be provided at Land West of Oxford Road (0.38ha)		Desirable Necessary	Medium term	c.£113.2k	Private developers	CDC Parish Council Private developers	Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR:	PR6b	CDC	To be delivered by development proposals

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
83	Allotments to be provided at Land South East of Kidlington	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable Necessary	Long term	c.£59.5k	Private developers	CDC Parish Council Private developers	Infrastructure Delivery (PR11)	PR7a	CDC	To be delivered by development proposals
84	Allotments to be provided at Land at Stratfield Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£59.5k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of	PR7b	CDC	To be delivered by development proposals
85	Retention or replacement (to an equivalent quantity and quality) of the existing allotments at Land East of the A44 and extending allotment space in accordance with adopted standards (1.8 ha)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£536k*	Private developers	CDC Parish Council Private developers	Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposals *Cost of new provision (1.8 ha)
86	Allotments to be provided at Land West of Yarnton	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable Necessary	Medium term	c.£113.2k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of	PR9	CDC	To be delivered by development proposals
87	Allotments to be provided at Land South East of Woodstock	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary Desirable	Long term	c.£110.2k	Private developers	CDC Parish Council Private developers	Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	To be delivered by development proposals
43e 88	Exploring marked running routes associated with both existing green space and new open space on strategic sites as part of development briefs	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	TBC through work on site's development brief	Private developers	CDC Private developers		All LP1 PR sites	CDC	To be delivered by development proposals

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
43 89	A replacement of Golf facility course relocation – if relocation at Land at Frieze Way Farm PR6c should the needed to for replacement be delivered demonstrated at Land at Frieze Way Farm PR6c	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	TBC Critical*	TBC Short to medium term	TBC, c.£4m	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b PR6c	CDC	*Should the need for replacement be demonstrated
44 90	Amenity open space, natural and semi natural green space and Parks and Gardens to be provided as part of development in accordance to standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC Scheme specific TBC below	Private developers CDC	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR Sites	CDC	To be delivered through: • Development sites through the planning application process in accordance to adopted Local Plan requirements and Tables 8 and 9. • New provision by public bodies or organisations; and • Public access agreements to privately owned sites. and the preparation of site development briefs.
44 91	Retention of c. 3 ha of land in agricultural as part of Land East of the Oxford Road (PR6a)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	TBC N/A	TBC N/A	CDC Private sector developers		PR6a	CDC	
44 92	Retention of c. 12 ha of land in agricultural as part of Land East of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	N/A TBC	TBC N/A	CDC Private sector developers		PR8	CDC	

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
44a 93	Extension to Cutteslowe Park (c.11ha) including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Short to long Medium term	TBC c.£2.2m	Private sector developers	CDC Oxford City Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered through: • Development sites through the planning application process in accordance to Local Plan requirements in Tables 8 and 9 • New provision by public bodies or organisations; and • Public access agreements to privately owned sites.
44f 94	Enhancements to woodland area (along northern boundary of PR6b)		Desirable	Medium term	TBC c.£199.5K	TBC Funded by development proposal	CDC Private sector developers		PR6b	CDC	To be delivered by development proposal
95	Enhanced area of woodland along the south-eastern boundary of Land south East of Kidlington (PR7a) and the establishment of a new area of woodland planting	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Long term	TBC c.£342k	Funded by development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	To be delivered by development proposal
44g 96	Protection and improvement of Orchard in Stratfield Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC c.£110.1k	Funded by development proposal TBC	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision	PR7b	CDC	To be delivered by development proposal
97	Maintenance and enhancement of protected trees, existing tree lines and hedgerows		Necessary	Medium term	c.£40.8k	Funded by development proposals	CDC Private sector developers	(BSC10) Local Standards of Provision - Outdoor Recreation (BSC11)	PR7b	CDC	To be delivered by development proposal

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
98	Re-creation and restoration of hedgerows reflecting historic field pattern and enhancement of existing grassland habitats		Necessary	Medium term			CDC Private sector developers	Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be delivered by development proposal
45f 99	Nature conservation area (c.6.3 ha) ,incorporating the community orchard (scheme 96 above) and with potential to link to and extend Stratfield Brake DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC c.£1.28m	TBC Private sector developer	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be delivered by development proposal To be delivered following the progression of the Strategic Sites through the planning application process
44h 100	Public open green space as informal canal side parkland on 23.41 hectares of land as shown		Necessary	Medium term	TBC c.£4.7m	TBC Development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11)	PR8	CDC	To be delivered by development proposal
45e 101	New publicly accessible Local Nature Reserve(c. 29.2 ha) based on Rowel Brook at Land East of the A44	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	TBC c.£5.95m	TBC Development proposal	CDC OCC Parish Council BBOWT Private sector developers	Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposal
47b 102	A nature conservation area on c. 12.26 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC c.£ 2.49m	Development proposal TBC	CDC OCC BBOT Parish Council Private sector developers		PR8	CDC	To be delivered following the progression of the Strategic Sites through the planning application process To be delivered by development proposal

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
45j 103	Local Nature Reserve at Land West of Yarnton (c.7.8-0.29 ha) accessible to William Fletcher Primary School	<u>Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats</u>	Necessary	Short to Long term	TBC c.£59.1k	TBC Development proposal	CDC OCC BBO WT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11)	PR9	CDC	<u>To be delivered by development proposal</u>
44i 104	New community woodland (7.8ha) to the north west of PR9 developable area and to the east of Dolton Lane	<u>Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats</u>	Necessary	Medium term	TBC c.£2.3m	TBC Development proposal	CDC Private sector developers	Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	<u>To be delivered by development proposal</u>
105 44j	New green space including a community woodland within Land South East of Woodstock (PR10)	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	Necessary	Medium term	TBC c.£1.3m*	TBC Development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR10	CDC	<u>To be delivered by development proposal</u> *Cost for community woodland
45k 106	New nature conservation area accessible by the local community	<u>Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats</u>	Necessary	Short to Long term	TBC c.£448.8k	TBC Development proposal	CDC OCC BBOWT Private sector developers	LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	<u>To be delivered by development proposal</u>
45 107	Green Infrastructure corridors and active travel : Green Infrastructure network connecting wildlife corridors (including through developable areas), improving existing corridors and improving and protecting hedgerows network and protection of mature trees	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Short to Long term	TBC Scheme specific below	TBC Scheme specific below	CDC Private sector developers		All sites	CDC	<u>To be delivered by development proposal</u>

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
45a <u>108</u>	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all-weather cycle route along PR6a's eastern boundary. Connecting Cutteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with existing PRoW network		Necessary	Medium term	TBC <u>c.£1.6m</u>	TBC <u>Private sector developers</u>	CDC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR6a	CDC	<u>To be delivered by development proposal</u>
<u>109</u>	<u>Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees</u>	<u>Provision of open space and green infrastructure to meet growth needs and facilitate active travel</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£816k</u>	<u>Private sector developers</u>	<u>CDC BBOWT Private sector developers</u>	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>
47d <u>110</u>	Examination of provision of wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Break DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC <u>Pending development proposal</u>	<u>Pending development proposal</u> TBC	CDC OCC BBOT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11)	PR6b	CDC	<u>To be delivered by development proposal</u>
<u>111</u>	<u>-Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local Wildlife Site</u>	<u>Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats</u>	<u>Necessary</u>	<u>Short to Medium term</u>	TBC <u>c.£581</u>	<u>Private sector developers</u>	<u>CDC OCC BBOWT Private sector developers</u>	Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>

Partial Review of the Local Plan - Proposed Focused Changes and Minor Modifications

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45d <u>112</u>	Protection and enhancement of Sandy Lane and Yarnton/GreenLane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the proposed Local Nature Reserve at Land east of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	£ <u>Delivered through Schemes 100 and 102</u> £	£ <u>Private sector developers</u>	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	<u>To be delivered by development proposal as part of schemes 100 and 102</u>
45e <u>113</u>	Green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line. Includes improvement of the existing network including within the Lower Cherwell CTA and to the Rushy Meadows SSSI, the Meadows West of the Oxford Canal Local Wildlife Site and to Stratfield Farm (PR7b)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	£ <u>c.£161.2k</u>	<u>Private sector developers</u> £	CDC OCC BBOWT Private sector developers	<u>LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	PR8	CDC	<u>To be delivered by development proposal</u>
45b <u>114</u>	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed	Provision of open space and green infrastructure to meet growth needs	Necessary	Medium term	£ <u>c.£3.36m</u>	£ <u>Private sector developers</u>	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11)	PR9	<u>CDC</u>	<u>To be delivered by development proposal</u>

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	Community Woodland at PR9 and Begbroke Wood							Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			
115	Public access within the 74 ha of land to the west of the residential area.:	Provision of open space and green infrastructure to meet growth needs	Necessary	Short to Long term	c.£373k	Private sector developers	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal
47e 116	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC c.£4.6m	TBC Development proposal	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR:	PR9	CDC	To be delivered by development proposal

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								Infrastructure Delivery (PR11)			
<u>117</u>	<u>Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network</u>	<u>Provision of open space and green infrastructure to meet growth needs</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c. £714k</u>	<u>Private sector developers</u>	<u>CDC OCC BBOWT Private sector developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR10</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>
<u>46</u> <u>118</u>	Development proposals for Land East of the A44 (PR8) are required to undertake an investigation of the former land field site south of Sandy Lane to then remediate the site for a use compatible with the proposals and retained uses in the area as detailed in Policy PR8	Establishing if land contamination has the potential to be present on historic land uses and surrounding area and explore remediation	Desirable	Medium Term	<u>Pending development proposal</u> TBC	Private developer	CDC EA Private developer	1996 Local Plan Saved Policy: Development on contaminated Land (ENV12)	PR8	CDC	<u>To be delivered by development proposal</u>
<u>47</u> <u>119</u>	Ecological Mitigation and Compensation - habitat creation and management.	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	<u>Site mitigation/development brief considerations</u> TBC	<u>TBC Private sector developers</u>	CDC OCC BBOT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation	All LP1 PR sites	CDC	To be delivered following the progression of the Strategic Sites through the planning application process
<u>47a</u> <u>120</u>	Farmland bird compensation required from proposals for site policies PR6a, PR7a, PR7b, PR9 and PR10		PR6a PR7a PR7b PR9								
<u>48</u> <u>121</u>	Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area		Necessary						Short to Long term		

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					considerations TBC			(ESD17) LP1 PR:	PR8 PR9		planning application process
122	Restoration, maintenance, new habitat creation in Blenheim and Ditchley Parks Conservation Target Area	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	Site mitigation/development brief considerations	Private sector developers	CDC OCC BBOWT Private sector developers	Infrastructure Delivery (PR11)	PR10	CDC	To be delivered following the progression of the Strategic Sites through the planning application process

**Developer Contributions
Supplementary Planning Document
(SPD)
February 2018**

Cherwell District Council

For Adoption

FEBRUARY 2018

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1. INTRODUCTION

Purpose of this Document

- 1.1. The purpose of this Developer Contributions Supplementary Planning Document (SPD) is to set out Cherwell District Council's approach to seeking Section 106 planning obligations in the absence of a Community Infrastructure Levy (CIL) Charging Schedule within the District.
- 1.2. This guidance does not cover every possible circumstance and/or obligation that may need to be taken into account, but it provides a clear indication of the Council's essential requirements from new development in respect of the provision of infrastructure, community facilities and services. It will enable developers to understand planning obligation requirements and costs from an early stage in the development process and to make appropriate provision when formulating costs and undertaking financial appraisals.
- 1.3. Since the introduction of the Community Infrastructure Levy Regulations 2010 (as amended) ('CIL Regulations'), developers are expected to contribute towards the provision of infrastructure through a combination of mechanisms: paying a levy through CIL (if adopted at local level), S106 obligations, planning conditions and S278 highway contributions.
- 1.4. The CIL Regulations mean that since 6 April 2015 the use of Section 106 obligations has become more restricted, with the Council only able to pool a maximum of five separate obligations (entered into on or after 6 April 2010) for a specific infrastructure project or a type of infrastructure.
- 1.5. The CIL Regulations have recently been the subject of review by Central Government. The CIL Review Group was established by the former Communities Secretary and former Minister for Housing and Planning in November 2015. The purpose of the review was to *'Assess the extent to which CIL does or can provide an effective mechanism for funding infrastructure, and to recommend changes that would improve its operation in support of the Government's wider housing and growth objectives.'* The report was submitted to Government in October 2016 and published in March 2017. It is anticipated that an announcement on the Government's response to this review will be made in 2018.
- 1.6. The timing and scope of the Government's review is outside the control of the Council. The guidance in this document is therefore provided within the parameters of existing regulations and adopted local plan policies. The Council will, however, undertake to

review this guidance should it introduce a CIL Charging Schedule (or other infrastructure tariff in accordance with new government legislation) in the future.

- 1.7. Appendix 16 details the types of infrastructure that will be covered by S106 planning obligations and what will be covered by CIL if a CIL charging schedule is adopted by the Council in the future.

What are Planning Obligations?

- 1.8. A planning obligation is secured by either a deed of agreement or a unilateral undertaking made under planning legislation (Section 106 of the Town and Country Planning Act 1990 (as amended)) in association with a planning permission for new development. It is normally applied to aspects of development that cannot be controlled by imposing a planning condition or by the use of other statutory controls. Planning obligations are legally binding and enforceable if planning permission is granted. They also run with the land. They can cover almost any relevant issue such as types of infrastructure or services and future maintenance.
- 1.9. Planning obligations should only be used where it is not possible to address the unacceptable impact of development through a planning condition (NPPF¹, paragraph. 203).
- 1.10. In addition, CIL Regulation 122 states that the use of planning obligations should only be sought where they meet all of the following three tests:
 - They are necessary to make a development acceptable in planning terms
 - They are directly related to a development
 - They are fairly and reasonably related in scale and kind to the development.

What is CIL?

- 1.11. CIL is a tariff charged on new development that the Council can choose to adopt to support the provision of infrastructure. Once adopted CIL is fixed, non-negotiable and enforceable.
- 1.12. To introduce CIL the Council must set a CIL rate or rates in a Charging Schedule, and follow two stages of consultation and an Examination in Public prior to adoption and implementation of CIL. The Council has consulted on both a Preliminary Draft and Draft CIL Charging Schedule. Work has however since been 'paused' on CIL pending

¹ National Planning Policy Framework

the outcome of the Government's review of CIL. Further guidance from the Government is awaited.

Relationship between CIL and Planning Obligations

- 1.13. The Government currently intends CIL to provide for infrastructure to support development rather than specifically to make individual development proposals acceptable in planning terms. Government guidance indicates that site specific mitigation will still be sought through the use of planning obligations.
- 1.14. CIL Regulations 122 and 123 place limits on the use of planning obligations and makes the planning obligations policy tests (paragraph 1.10 above) a statutory requirement. These two regulations seek to avoid overlaps between CIL and planning obligations and to limit the pooling of planning obligations towards infrastructure provision that could be funded by CIL. The Government's intention is for local authorities to operate CIL and planning obligations in a complementary way.

Planning Conditions

- 1.15. Planning conditions cannot require the transfer of land ownership or the payment of monies. They are attached to a planning permission and set out details or required standards, timeframes, and works which must be carried out at prescribed stages in the development process. They may also require further details to be submitted in order to make a proposal acceptable.
- 1.16. NPPF paragraph 206 states that planning conditions should only be attached to a planning permission where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Section 278 Agreements

- 1.17. Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and Oxfordshire County Council under Section 278 of the Highways Act 1980². Examples of such works could be the construction of new access/junction improvement of the highway/junctions, or safety related works such as traffic calming or improved facilities for pedestrians and cyclists.

² Where works are required on a trunk road, Highways England will be party to the S278 Agreement.

- 1.18. The pooling restriction on planning obligations does not apply to S278 agreements. However, the CIL regulations prohibit CIL being spent on a highway scheme where a S278 agreement has been made.

2. POLICY FRAMEWORK

National Level

- 2.1. The statutory framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended); Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended). The Council will also have regard to the advice in the National Planning Policy Framework (NPPF), particularly paragraphs 203 to 205; and PPS1 Eco Towns Supplement.

Local Level

- 2.2. The statutory Development Plan for the District currently comprises:
- The adopted Cherwell Local Plan 2011-2031 (Part1)(adopted July 2015 & incorporating Policy Bicester 13 re-adopted in December 2016)
 - The retained saved policies of the adopted Cherwell Local Plan 1996
 - The adopted Minerals and Waste Local Plan (Part 1 – Core Strategy) (adopted September 2017)
 - The saved policies of the Oxfordshire Minerals and Waste Local Plan 1996
 - Hook Norton Neighbourhood Plan 2014-2031
 - Bloxham Neighbourhood Plan 2015-2031
- 2.3. The adopted Cherwell Local Plan Part 1 contains the strategic policies covering the District and includes land allocated for housing and employment development at Bicester, Banbury and the former RAF Upper Heyford.
- 2.4. A Partial Review of the Cherwell Local Plan Part 1 is in preparation which seeks to contribute to addressing the unmet objectively assessed housing need from elsewhere in the Oxfordshire Housing Market Area (HMA), particularly from Oxford City. A proposed submission plan was published for public consultation on 17 July 2017 with comments invited until 10 October 2017. Work has also commenced on the production of Cherwell Local Plan 2011-2031 (Part 2): Development Management Policies and Sites.
- 2.5. Other key planning policy documents include:

- Supplementary Planning Documents (SPDs). SPDs expand upon and provide further detail to policies in Development Plan Documents.
- The Infrastructure Delivery Plan (IDP). The IDP is a live document adjusted over time and contains the infrastructure required to support **Policy INF 1: Infrastructure** of the adopted Cherwell Local Plan Part 1. An IDP was appended to the adopted Local Plan. IDP updates can be found on the Council's website.
- The Oxfordshire Local Transport Plan (LTP). The LTP provides the strategic framework for transport in the County.

2.6. The Council's Local Development Scheme sets out the programme for the preparation of the key planning policy documents.

Bicester Garden Town

2.7. In 2014 the Government announced that Bicester had achieved Garden Town status after the Council had successfully demonstrated plans to meet the necessary criteria of providing affordable homes, schools and jobs while preserving the countryside.

2.8. Since then two grants has been awarded to fund the necessary feasibility studies and provide capacity for the implementation of the Garden Town as set out in the adopted Cherwell Local Plan Part 1.

Healthy New Towns

2.9. In 2015 the Government launched its Healthy New Towns Programme. This programme promotes innovative ways to encourage people to live more healthy lives, and the many opportunities for the built environment to support this objective.

2.10. In 2016 Bicester was successful in being selected as one of the 10 exemplar healthy new towns. The Bicester Healthy New Town Programme aims to enable people who live or work in Bicester to live healthier lives and to prevent ill health in the future. The two key priorities for the programme are:

- To reduce the number of people who are overweight or obese so they are less likely to develop chronic health conditions in the future and;
- To reduce the number of people who feel socially isolated as that will have an important positive impact on peoples' mental and physical health.

- 2.11. The built environment has a role to play in promoting health and well-being of communities in the whole of Cherwell District and it is a Council priority to ensure new developments supports this aim.

3. PROCEDURES

General Approach

- 3.1 The Developer Contributions SPD once adopted will comprise the Council's current approach to planning contributions.

- 3.2 Although the scope for securing S106 planning obligations has been reduced since April 2015 due to the pooling restrictions, it is expected that planning obligations will still be sought for:

- Affordable housing; and
- Infrastructure which is required to mitigate the direct impact of a development. It should, however, be noted that this is a general guide and development proposals will continue to be assessed on a case by case basis with the individual circumstances of each site being taken in to consideration when identifying infrastructure requirements.

Planning Obligations

- 3.3 The Local Planning Authority (LPA) will assess each application to determine if a planning obligation is needed and if so what it should address. It will do this in consultation with other public bodies responsible for infrastructure provision. Oxfordshire County Council, for example, is a major provider of services and infrastructure.

- 3.4 The LPA, and other key agencies, will use planning obligations to:
- Secure general planning requirements that are necessary to allow the development to be permitted and where this cannot be achieved by way of planning conditions;
 - Ensure that there is a satisfactory infrastructure to allow the development to proceed and that the infrastructure provided will be maintained; and
 - Offset relevant adverse impacts, for example, on the environment, education, social, recreational and community facilities and transport that arise from the development where the development might otherwise have been refused because of those adverse impacts.

Pre-Application Discussions

- 3.5 As part of any pre-application discussions the LPA will seek to agree the requirements and Heads of Terms for any planning obligation.
- 3.6 It is the Council's strong preference, where applications and associated planning obligations are more complex, that negotiations occur, and agreement on Heads of Terms is achieved, prior to the submission of a planning application. Pre-application discussions can help to resolve potential problems and issues which may otherwise delay the determination of a planning application.
- 3.7 It is a local validation requirement that draft Heads of Terms accompany any application that requires a planning obligation.
- 3.8 A planning performance agreement can be a useful tool to focus pre-application discussions on the issues that will need to be addressed throughout the course of preparing and determining a planning application, and the timescales and resources that are likely to be required.

Unilateral Undertakings

- 3.9 In cases where a planning obligation is only dealing with financial contributions the LPA will encourage developers to make a unilateral undertaking and to make the relevant contributions on the granting of planning permission and/or at different stages of development.
- 3.10 This approach allows applicants for small schemes to reduce the legal costs and avoid potential delays often associated with legal agreements. The Council provides a standard form for a unilateral undertaking and this can be found on its website.

Cross Boundary Applications

- 3.11 Where an application site falls partly in another local planning authority area the Council will, as far as possible, work to coordinate proportionate planning obligation requirements with that authority. If however, agreement cannot be reached, the Council will seek obligations for the portion of the site that falls within the District.

Viability

- 3.12 A key objective of this SPD is to alert applicants of the likely level of planning obligations that can be expected from proposed developments well in advance of any

planning application being submitted. The developer can then factor these requirements in to any potential land transaction and/or scheme as early as possible in the development process and certainly prior to any grant of planning permission.

- 3.13 The Council will ensure, in accordance with the advice in the National Planning Policy Guidance (NPPG) when seeking contributions that, their combined total impact does not threaten the viability of the sites and scale of development identified in the Development Plan.
- 3.14 The NPPG states that in making decisions, the LPA will need to understand the impact of planning obligations on a proposal. Where an applicant is able to demonstrate to the satisfaction of the LPA that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking planning obligations. This is particularly relevant for affordable housing contributions which are often the largest item sought on housing developments. These contributions should not be sought without regard to individual scheme viability. The financial viability of the individual scheme should be carefully considered prior to a decision being made on the acceptability or otherwise of such a scheme.
- 3.15 The NPPG goes on to state that assessing viability should lead to an understanding of the scale of planning obligations which are appropriate. However, the NPPF is clear that where safeguards are necessary to make a particular development acceptable in planning terms, and these safeguards cannot be secured, planning permission should not be granted for unacceptable development.
- 3.16 The LPA recognises that financial viability is a material consideration. In exceptional circumstances it may be necessary for the Council to prioritise the securing of particular developer contributions having regard to the Development Plan, the needs of the locality and the particular characteristics of the site and its locality. However, there may be circumstances in which the material Development Plan policies and/or the needs arising from proposed development are such that contributions will be sought even if a viability assessment accepted by the Council demonstrates that the development would not be viable with the required contributions.
- 3.17 Where a disagreement arises about financial viability and the planning obligations sought, the applicant will be expected to provide the Council with clear and transparent evidence to support their case. In most instances this will involve the Council reaching an understanding based on a detailed open book financial appraisal, undertaken by an independent assessor. Where there are significant financial issues arising for other public bodies responsible for providing infrastructure (including Oxfordshire County Council), the LPA will expect that body to be actively involved in

this assessment process and conclusions. The Council will require this evidence prior to the granting of planning permission.

3.18 Section 106 Agreements can deal with issues of viability. For example, a developer may set out their 'predicted profitability levels'. In exceptional circumstances and on the basis of an open book appraisal prior to the determination of an application, it can be a requirement of the S106 Agreement for there to be a second viability appraisal at some point during the course of the development. If the results of this second viability appraisal show, for example:

- That the predicted profitability levels have increased then the Council will have a right to an overage, i.e. a further payment/provision of infrastructure or affordable housing to that already secured in the S106 Agreement;
- That the predicted profitability levels have stayed the same, then there will be nothing further to do with the S106 Agreement;
- That the predicted profitability levels have decreased, then the Council will negotiate further with the applicant concerning planning obligations.

3.19 All costs incurred by the Council in financial appraisal and viability assessment are to be met by the applicant.

Security and Timing of Payments

3.20 Financial contributions (apart from legal costs, which are usually paid prior to the completion of the agreement, and standard administration charges) will need to be paid prior to the implementation of planning permission or in accordance with a programme of agreed staged payments.

3.21 Prior to the making of a Planning Obligation, the developer should note the financial contributions payable and the corresponding triggers or payment dates as specified in the agreement.

3.22 Approximately 21 days prior to reaching a trigger or payment date, the developer should notify the Council of their intention to pay the financial contribution. If the developer notifies the Council of their intention to pay the financial contribution after the trigger or payment date has elapsed then late payment interest will be charged at a rate of 4% above the standard base rate or as otherwise stated in the Planning Obligation. In such circumstances, the applicant may also become liable for additional monitoring and enforcement costs.

- 3.23 The Council will then calculate the total financial contribution payable including any interest and/or indexation due and will provide a copy of this calculation to the developer. This calculation will be valid for a period of 14 days from the date of issue unless otherwise agreed in writing. If the calculation has not been agreed within 14 days and is shown to be arithmetically correct following the resolution of any dispute, then late payment interest will be charged as per paragraph 3.22 above.
- 3.24 Once the developer has agreed the calculation, the Council will issue an invoice to the developer for the agreed sum. The invoice issued will be subject to the Council's standard payment terms.
- 3.25 The Council will not accept payment of any financial contribution unless accompanied by a valid invoice.
- 3.26 Upon receipt, financial contributions will be held in a specific account before being transferred to the relevant internal departments or third parties (e.g. other public sector body, parish council etc.) responsible for spending the contribution.
- 3.27 The S106 agreement will include a clause detailing how and when any unspent funds will be refunded. Given that a unilateral undertaking, necessarily, does not have the Council as a party, there cannot be any obligations on the Council to return any unspent monies.
- 3.28 All receipts and spending of financial contributions will be recorded and monitored by the Council's Senior Manager-Development Management.
- 3.29 Please note that financial contributions payable to Oxfordshire County Council (i.e. those relating to highways and education and relevant administrative and monitoring fees) will be subject to a different process and developers are advised to refer to OCC's Developer Guide (available online) or contact the Oxfordshire County Council Infrastructure Funding Team for further information.

Fees

- 3.30 The Council's legal costs of preparing the Planning Obligation will be borne by the developer. These costs will be based on an hourly rate and will depend upon the complexity of the agreement and the length of time taken to settle the draft and proceed to completion. The Council will therefore require developers to provide a 'cost undertaking' to pay for the Council's reasonable fees, prior to it being able to instruct its acting solicitors.

- 3.31 The Council's reasonable legal fees will need to be met even if the planning obligation is not completed.
- 3.32 Standard unilateral undertakings will be subject to an administration charge covering legal costs and if necessary the transfer of money to third parties.

Monitoring and Enforcement

- 3.33 The Council monitors all Planning Obligations and will work with developers to ensure that financial contributions and non-financial obligations are delivered on-time. Monitoring fees may be charged in order to undertake such work, given that S106 Agreements/Unilateral Undertakings are made pursuant not just to section 106 of the Town and Country Planning Act 1990 (as amended) but also to section 111 of the Local Government Act 1972 and section 1 of the Localism Act 2011.
- 3.34 Where there is evidence of non-compliance with a Planning Obligation (such as the non-payment of financial contributions, failure to comply with an obligation, or failure to notify the Council of a due payment or event as required), the Council will seek to recover all reasonable administration costs incurred. This could include, for example, site visits, the recovery of any unpaid monies and/or correspondence.
- 3.35 If it is clear that matters within the planning obligation are not being complied with, the Senior Manager - Development Management will instruct the Council's Legal Team to take appropriate action to secure compliance. This could include for example, seeking a court injunction.

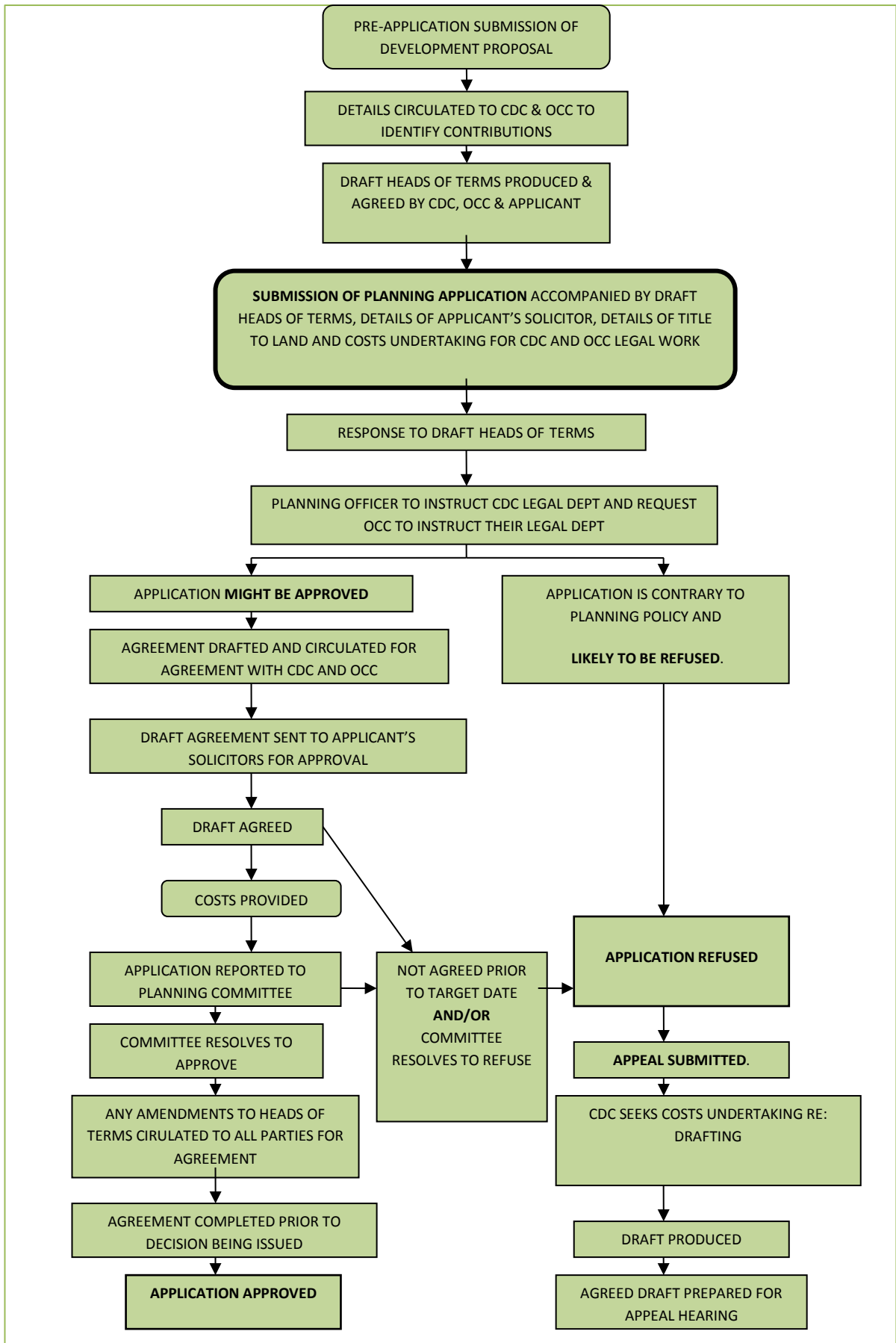
Indexation

- 3.36 Financial contributions are based upon the costs of infrastructure. Financial contributions will therefore be indexed (i.e. index-linked to inflation) to ensure that they retain their original 'real value'. The base date and appropriate index to be applied will be set out in the legal agreement.
- 3.37 Where a formula has been set for the calculation of contribution levels, any cost figures used will be updated regularly to take account of inflation and are the sums required at the time of negotiation.
- 3.38 All payment levels will be subject to an inflation factor (often RPI or CPI) adjusted according to the fluctuations between the date of the obligation and the quarter period in which payment is due to the District Council. The County Council will also adjust payments to it but these might be subject to different measures of inflation.

Dispute Resolution

- 3.39 Changes introduced by the Housing and Planning Act 2016 will amend the Town and Country Planning Act 1990 (as amended) by inserting a new section 106ZA and Schedule 9A which will give the Secretary of State the power to appoint someone to resolve issues that are holding up the completion of a planning obligation. As at the date of the SPD, these provisions are not yet in force.
- 3.40 Figure 1 overleaf provides an overview of the Planning Obligation process

Figure 1: Planning Obligation Process



4. SPECIFIC PLANNING OBLIGATION GUIDANCE BY TYPE

- 4.1. This section gives specific advice for various types of infrastructure commonly required by the Council to support development. However, as stated previously, it does not cover every circumstance and/or obligation that may be needed to make a development acceptable in planning terms. In all cases the LPA will ensure that the infrastructure sought complies with the three tests in CIL Regulation 122.
- 4.2. Appendix 16 offers a guide to the types of infrastructure to be covered by S106 planning obligations and what may be covered by CIL (or a similar replacement infrastructure levy) if it is introduced by the Council in the future.

Affordable Housing

- 4.3. Cherwell District has a high level of need for affordable housing. The Council's Housing Strategy 2012-17 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.
- 4.4. The NPPF defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
- 4.5. The various types of affordable housing can be described as follows:

Social Rented Housing

- 4.6. Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

Affordable Rented Housing

- 4.7. Rented housing provided by a registered provider of social housing, that has the same characteristics as social rented housing except that it is outside the national rent regime, but is subject to other rent controls that require it to be offered to eligible households at a rent of up to 80% of local market rents.

Intermediate Housing

- 4.8. Housing at prices and rents above those of social rent, but below market price or rents and which meet the criteria set out above but does not include affordable rented housing. These can include shared equity products or other low cost homes for sale such as:
- Shared Equity;
 - Shared Ownership;
 - Discount Sale.

Requirements & Thresholds

- 4.9. Policy BSC 3 of the adopted Cherwell Local Plan Part 1 requires the following provision:
- At Banbury and Bicester all proposed developments that include 11 or more dwellings (gross), will be expected to provide at least 30% of new homes as affordable homes on site.
 - At Kidlington and elsewhere, 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.
 - Where there is a requirement that part of an affordable home should be provided, a financial contribution of equivalent value will be required for that part only. Otherwise, financial contributions in lieu of on-site provision will only be acceptable in exceptional circumstances.
- 4.10. The adopted Cherwell Local Plan requires all qualifying developments (ie those developments comprising 11 or more dwellings (gross)) to provide 70% of the affordable housing as affordable/social rented dwellings and 30% as other forms of intermediate housing. Social rented housing will be particularly supported in the form of extra care or other supported housing. It is expected that these requirements will be met without the use of social housing grant or other grant.
- 4.11. In calculating any affordable housing contribution the Council will apply 'vacant building credit' to qualifying developments. Guidance on qualifying developments will be provided by the Council's Strategic Housing Team.

Housing Mix

- 4.12. Adopted Local Plan policy BSC4 sets out the Council's housing mix requirements. In general there is a need to provide a mix of housing to reflect the needs of an ageing population, a growth in smaller households and the demand for family housing.

- 4.13. In all qualifying developments the mix of housing will be negotiated having regard to the Council's most recent evidence and evidence from developers on local market conditions.
- 4.14. Extra Care Dwellings will be important in meeting the needs of an older population. They comprise 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. Housing sites of at least 400 dwellings will be expected to provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. However, if the Council agrees that extra care housing would not be desirable in a particular location an equivalent amount of alternative specialist housing (use class C3) for older people will be required. All proposals will be expected to provide affordable housing in accordance with policy BSC3.
- 4.15. In some cases the Council may also seek to secure a small number of more specialist housing units which will provide accommodation for those with support needs. These will be sought in areas which are deemed to be appropriate and in discussions with applicants at an early stage.

Affordable Housing Standards

- 4.16. At present the Council' adopted local plan does not set out detailed policies on affordable housing standards, however, any registered provider will normally request that 50% of the affordable rented housing required will be built to Building Regulations Requirements M4(2) Category 2: accessible and adaptable dwellings. In addition, 1% of the affordable housing should be built to Building Regulation Requirement M4(2) Category 3: Wheelchair User Dwelling. This requirement will be assessed on a site by site basis in discussion with the developer.
- 4.17. It is expected that all affordable housing provided under a rented tenure will be built to the nationally described space standards. Intermediate housing which is deemed to be low cost home ownership should be built to the same or better space standards including garden sizes as the equivalent market housing on the site.
- 4.18. It is expected that where appropriate affordable housing should not be clustered in any more than 10 units of one tenure and 15 units of multiple affordable tenures with no contiguous boundary of the clusters. This is expected in the first instance and schemes should be developed with this in mind. However the Council will be flexible and pragmatic on this clustering approach when considering certain site constraints or scheme densities.

Viability

- 4.19. The Council will seek the provision of affordable housing on all qualifying developments in accordance with Policy BSC 3. However, if developers consider that the Council's policy requirements on affordable housing give rise to development viability issues they will need to fully justify their reasons. A detail of how the Council will assess viability issues is set out in Section 3 above.

Commuted Sum Calculations

- 4.20. Local Plan policy BSC3 states that only in exceptional circumstances will the Council accept commuted sums in lieu of on-site provision.
- 4.21. In the event that the Council accepts a commuted sum in lieu of on-site provision it will be calculated on the basis of the mix of tenures and sizes that the Council considers would have been appropriate for the site. The sum should be of a 'broadly equivalent value' of the developer/landowner contribution if the affordable housing was provided on site. The commuted payment will be based on a sum equal to the difference between an Open Market Value (OMV) and Affordable Housing Value (AHV).

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

- 4.22. In July 2017 the Council published its Proposed Submission Partial Review Plan. This is a focused Plan to provide Cherwell's share of the unmet housing needs of Oxford to 2031. It identifies a number of development sites with specific affordable housing requirements. Supported by a viability assessment the emerging policies in the Plan seek to meet Oxford City's requirements for 50% of its housing to be provided as affordable homes.
- 4.23. Oxford's Local Plan, its Housing Strategy and the Oxfordshire Housing Market Assessment (2014) describe the city's housing needs in detail. As Oxford's affordable housing need is so high the emerging Partial Review prescribes the mix of housing sizes needed for the defined 'affordable' element of the new housing supply. It also requires a higher level of affordable rent/social rented accommodation (80% of the total affordable housing requirement) than Cherwell's 70% requirement.
- 4.24. The affordable housing standards required by the policies in the Partial Review will be applied to section 106 negotiations once they have been adopted.

Further Advice

- 4.25. Detailed advice on the provision of affordable housing is available by contacting the Council's Strategic Housing Team.

Air Quality

- 4.26. Promoting sustainable development is a key focus of the adopted Cherwell Local Plan. The need to consider the effects of development on air quality, and how it can contribute towards improvements and mitigate against adverse impacts, is identified as a key challenge to ensuring sustainable development. Commuters in Cherwell travel relatively long distances and reducing travel by car and managing traffic congestion is a major challenge. Maximising the opportunity to shift from dependency on cars to sustainable modes of transport is also identified.
- 4.27. Policy SLE 4 includes a requirement for new developments to provide financial and/or in-kind contributions to mitigate the transport impacts of development. All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 4.28. In March 2017 the Council approved an Air Quality Action Plan (AQAP) as part of its statutory duties required by the Local Air Quality framework. It outlines the actions to be taken to improve air quality in the District between 2017 and 2020.
- 4.29. There are four Air Quality Management Areas (AQMAs) in the District where air quality does not meet national air quality objectives for nitrogen dioxide. These concentrations are largely related to road traffic emissions.

Requirements and Thresholds

- 4.30. All new development within or immediately adjacent to Local AQMAs, or those with traffic routed through an AQMA may be subject to section 106 agreements which require the implementation of measures to offset increases in local pollutant emissions, and /or make an appropriate financial contribution towards improvement measures or air quality monitoring.
- 4.31. The following mitigation measures may be required

- Measures during the construction of new development including dust control;, site monitoring and plant emissions;
- Improved access to public transport;
- The provision of on and off site facilities for cycling and walking;
- The management of car parking;
- Traffic management;
- Road infrastructure;
- Green Travel Plans;
- Monitoring of air pollution.

4.32. The Council will calculate the contribution sought based on the scale of the development and the trip generation for different uses.

4.33. The list of the current Local AQMAs and the actions required are set out in the Council's AQAP which can be viewed on its website.

Apprenticeships and Skills

4.34. Paragraph 19 of the NPPF states the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. Securing the economic future of the District is the main priority of the adopted Cherwell Local Plan Part 1 ('the Plan'). The main focus of the Plan is strengthening the local economy, job creation, inward investment and company growth, as well as building cohesive communities. In particular, the Plan notes that as relatively large numbers of people in Cherwell are without qualifications and basic skills the level of education and training needs to improve. The Plan contains five strategic objectives for developing a sustainable economy. Strategic Objective 3 (SO3) aims, amongst other things, to support an increase in skills and innovation. Furthermore, paragraph B14 of the Plan states that the Council will support proposals to strengthen the skills base of the local economy which will include the promotion of local training providers.

4.35. The need to increase the number of apprenticeships locally is picked up by both the Oxfordshire Local Economic Partnership (OxLEP) and the South East Midlands Economic Partnership (SEMLEP). OxLEP's Strategic Economic Plan 2016 is committed to delivering 1150 more apprenticeships to 2020 within Oxfordshire. The SEMLEP Strategic Economic Plan 2015-2020 is seeking just over 94,000 apprenticeship starts within the SEMLEP area. Of these, it is anticipating that 7017 will be created within the Cherwell District. It notes in particular that there is a shortage of skills and an ageing workforce in the construction sector across the SEMLEP area and that there are significant opportunities for jobs growth in these sectors.

- 4.36. The Council approved an Interim Position Statement on Planning Obligations for Construction Apprenticeships and Skills in April 2016. This document provided detailed advice and guidance on the Council's approach to securing construction apprenticeships and skills through the planning system. This guidance has now been updated and is included at Appendix 13.
- 4.37. It states that the Council will require the provision of a stated minimum number of new construction apprenticeships (or apprenticeship starts) as part of a required Employment, Skills and Training Plan (ESTP) for each proposal for new development. The ESTP will be secured by S106 agreement.
- 4.38. A second key area of employment, skills and training for which S106 agreements will be sought is the 'end user phase' of commercial and mixed use development. S106 agreements will be used by the Council to support/provide the training and skills needed by local people to access the new job opportunities created by the development's end user. The ESTP, referred to above, will therefore also be required to address this end user phase.
- 4.39. Appendix 13 sets out the type of development and the thresholds on development that will trigger this requirement. However, if proposed developments fall below these thresholds and developers still wish to provide new construction apprenticeships, the Council will support them in doing so.

Cemeteries

- 4.40. The adopted Cherwell Local Plan Part 1 highlights a key community challenge for both Banbury and Bicester as being the need to provide additional burial site provision. Policy Bicester 9 and Policy Banbury 13 both make provision for additional burial site provision in their respective settlements. Both policies also state that developer contributions will be sought from new developments in the towns towards the establishment of such a facility.
- 4.41. In terms of need, the Local Plan Inspector appointed to examine the submission Cherwell Local Plan observed in relation to Policy Banbury 13, that: *'This policy confirms the local requirement for new burial site provision in Banbury with contributions from major new housing schemes to provide funding to facilitate an extension to the existing cemetery, subject to suitable ground conditions being demonstrated. The evidence of need is unquestioned and therefore the policy is soundly based and requires no modification.'*

- 4.42. In relation to Policy Bicester 9 the Inspector stated *'This policy confirms the urgent local requirement for a new burial site of around 4has in Bicester. It is consistent with the current expectation that it can be provided as part of the Policy BIC 1 scheme, with funding contributions from other housing developments in the locality to help secure delivery. The evidence of need is clear and unquestioned and therefore policy is soundly based and requires no modifications.'*
- 4.43. At Bicester it is anticipated that a site will be provided within the North West Bicester development area (Policy Bicester 1). At Banbury an extension to the north of the existing cemetery at Southam Road was granted planning permission in 2015 (planning application reference 15/01194/F).
- 4.44. Requirements for additional cemetery space in the rest of the District will be identified in the emerging Partial Review of the adopted Cherwell Local Plan, and the Cherwell Local Plan Part 2.

Thresholds and Contributions

- 4.45. All new residential developments of 10 or more dwellings will be expected to contribute to the provision of new, or the expansion of existing, cemeteries and their maintenance where the need generated by the development cannot be met by existing provision and a scheme has been identified to meet that need.
- 4.46. At Banbury and Bicester the Town Councils in association with the District Council are pursuing schemes for new /extended provision. Specific costs will therefore be available for individual schemes.
- 4.47. Financial contributions will be sought for land acquisition, laying out; and future management and maintenance on a site by site basis where there is an identified need. The contributions sought will be dependent upon site circumstances (eg ground conditions) and commensurate to the need generated by the development.
- 4.48. In those limited cases where a development is of a scale that necessitates a new cemetery, developers will need to carry out consultation with the local population, and consider national guidance and best practice prior to design and implementation of cemeteries.
- 4.49. The methodology to be used in the calculation of contributions is as follows:
a) Number of burial plots required to 2031 divided by the average number of plots per hectare = area of land required.

- b) Cost (including land purchase cost (unless land given free of charge), drainage, paths, landscaping, fencing and storage facilities) of cemetery provision multiplied by % attributable to population growth.
- c) Divided by population growth = cost per person
- d) Multiplied by the average occupancy per dwelling type (2.49) = per dwelling cost (1 bed, 2 bed, 3 bed, 4+ bed)

Community Hall Facilities

- 4.50. Policy BSC 12 of the adopted Cherwell Local Plan sets out the Council's overall approach to the provision of new or extended community hall facilities.
- 4.51. In 2016/2017 the Council commissioned a 'Cherwell Community Spaces and Development Study (CCSDS) to provide evidence and policy proposals to inform community development and community indoor space provision in relation to new housing developments. An interim CCSDS was published in January 2016 and the study was completed in 2017.
- 4.52. The CCSDS Study recommends a local minimum standard of provision for community hall facilities required to meet the needs of the residents generated by new development. This minimum standard is 0.185m² per person.

Thresholds and Contributions

- 4.53. The local planning authority will expect all residential developments of 10 or more dwellings to contribute towards the provision of new community facilities or the improvement/expansion of existing facilities where there is not enough spare capacity in existing appropriate facilities to meet the needs generated by the development. This may include financial contributions and/or the provision of land and buildings to enable new community facilities to be provided, or for existing facilities to be extended or improved.
- 4.54. Where on site provision is required, the LPA will expect the developer to design and gain the necessary planning consents to a specification agreed by the LPA. The developer will then be expected to build the facility in accordance with the approved scheme. A commuted sum for the future maintenance of the facility will also be sought.
- 4.55. The threshold for provision of community facilities on site is normally a population that supports a minimum community facility of 345m² to include a main hall, kitchen, toilets and adequate storage. (ie approximately 750 dwellings). Where new

development is taking place that demands a larger space then the opportunity should be taken to provide a range of spaces for a wider range of activities.

- 4.56. The Council's accessibility standard is 800m walking distance for facilities in urban areas, and a 15 minute drive time for residents in rural areas. On-site provision may therefore be sought for smaller developments depending upon the proximity of existing community centres. The size of the on-site provision will be commensurate with the scale of the development. This will be assessed on a case by case basis.
- 4.57. Where new development gives rise to a need for additional indoor community provision (but not a new freestanding facility) financial contributions will be sought for either off-site provision or the improvement/upgrading of existing facilities where appropriate schemes have been identified. Those needs will be assessed on a pro-rata basis using the standards set out in Appendix 11
- 4.58. The appropriate contribution is calculated by reference to the expected population in the development and the facilities required to support the population, multiplied by a standardised cost for the provision of the facility. Where contributions are sought for the expansion or improvement of existing facilities then the costs applying to the proposed improvements will apply.

Community Development

- 4.59. Community development is a key objective of the adopted Cherwell Local Plan. Strategic Objective SO10 seeks to provide sufficient accessible, good quality services, facilities and infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being.
- 4.60. Strategic Objective SO14 seeks to create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents.
- 4.61. These objectives are further supported by the statement in paragraph B.86 that the Council wishes to ensure that new development fully integrates with existing settlements to forge one community, rather than separate communities.
- 4.62. Evidence gathered in preparing the 2017 Cherwell Community Spaces Development Study (CCSDS) strongly endorses the value of having a community development worker available at an early stage in a new development to 'kick start' the process of

bringing people together, developing new activities and putting in place the building blocks of a strong community.

- 4.63. The Council will therefore seek financial contributions towards the provision of a community activation fund and community development workers for major residential developments.

Thresholds

- 4.64. The threshold for contributions will generally be where a new community building is required to meet the needs of the new development, where the development is likely to give rise to a large new community, or where there may be issues of integration with existing communities.
- 4.65. Contributions will therefore not be sought from developments of fewer than 100 new dwellings unless they form part of a larger scheme.

Contributions

- 4.66. Contributions will be sought on a case by case basis to fund support from a community development worker. The levels of contributions sought are set out in Appendix 12
- 4.67. In addition to contributions towards a staffing resource, contributions will be sought towards a community development fund to enable community development workers to support the community through the provision of newsletters, events and activities as appropriate.

Community Safety & Policing

- 4.68. The supporting text to the adopted Cherwell Local Plan Part 1 states that the Council will ensure that new developments, area renewal and town centre expansions are safe places to live, work and visit by using tools such as 'secured by design' and by requiring provision of appropriate community safety and police infrastructure where required.
- 4.69. Thames Valley Police (TVP) is the police force that covers the Cherwell area. TVP operate a police model based upon the creation of Local Police Areas. At present the Cherwell Local Police Area has a population of approximately 141,900 made up of 56,700 households (source: 2011 Census). This population generates an annual total of circa 32,500 incidents that require police action. These are not necessarily all 'crimes' but are calls to the 999 handling centre which require a police response.

4.70. TVP have advised that the anticipated planned growth in the District will place a significant extra demand on existing resources. The Council will therefore require all residential (10 dwellings or more) and commercial developments, where required and where appropriate, to contribute towards the delivery of the following items of infrastructure to serve new developments and mitigate against their impact upon existing policing resources.

- Staff Set Up Costs – the cost of equipping and setting up new officers required to police new communities and neighbourhoods (not salary).
- Provision of New Vehicles and Bikes – the purchase of new fleet vehicles and bicycles.
- Premises – contributions towards the adaption/alterations or extension of existing premises for new officers to base themselves or work out of.
- Mobile IT – provision of suitable kit and equipment to enhance the mobility and flexibility of officers when working.
- Radio Capacity – additional demand will lead to an additional impact upon existing capacity of infrastructure.
- ANPR Cameras – Automatic Number Plate Recognition Cameras aid in detection but also prevent crime. Funding for the strategic placement of these cameras either in or close to new housing development will be sought where appropriate.
- Control Room and Police National Database Capacity – At present police control room handling is at capacity at peak times. Contributions towards improving the capacity of the existing infrastructure may be required.

4.71. Requirements and contributions will be assessed on a site by site basis when a specific need or item of infrastructure that is directly related to the development is identified.

4.72. The costs relating to the proposed infrastructure items or area-based initiatives will be applied proportionately to the size or the potential occupancy of the development.

4.73. Further advice on the level of contributions sought for community safety/CCTV provision by development type can be found in Appendix 14.

Education

(Including primary, secondary, pre-school, further education and special needs education)

4.74. The NPPF (paragraph 72) states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of

existing and new communities. This approach is further developed in the adopted Cherwell Local Plan Part 1 (Policy BSC 7) which seeks the provision of educational facilities throughout the District to accommodate population growth.

- 4.75. Oxfordshire County Council (OCC) has a statutory responsibility to ensure there are sufficient school and childcare places available for local children and young people living within the county of school age and whose parents wish their children to be educated by the state. It is important that these places are available within a reasonable travel distance for all those of school age occupying new residential development. OCC produces an annual Pupil Place Plan³ which sets out how school provision is expected to change over the next few years including anticipated requirements for new schools and school extensions linked to planned housing growth.

Planning Obligation Requirements

- 4.76. The LPA will expect all residential developments to contribute towards the provision of education infrastructure where there is not enough spare capacity in existing appropriate schools to meet the needs generated by the development. This may include financial contributions and/or the provision of land and buildings to enable new schools to be provided or for existing schools to be extended. A list of planned projects is set out in the Council's IDP which is updated on a yearly basis.
- 4.77. Developments which are of such a scale as to require the provision of a new school will be expected to fully fund the most appropriate size of school which would be sufficient to accommodate the projected pupil generation. Where a new school is serving the needs of multiple developments, the cost of the school will be shared proportionately across the relevant developments, subject to the constraints of the CIL regulations.
- 4.78. In some cases the most appropriate scale of new school may be less than the projected pupil generation, in which case the development may also be required to fund expansion of existing schools, where this is necessary.
- 4.79. Subject to approval by the Council and OCC the direct delivery of schools by developers may also be considered acceptable.
- 4.80. OCC's consideration of whether developer contributions towards education provision are required will be informed by the projected capacity figures. Empty places at a

³ www.oxfordshire.gov.uk/cms/content/pupil-place-plan

school do not necessarily equate to there being sufficient capacity at that school as it is generally accepted that schools should not operate at 100% of their capacity.

- 4.81. Where a new development is proposed in an area with sufficient projected capacity, no financial contribution will be required; however, where the proposed development would result in insufficient projected capacity, a contribution will be required. If there is insufficient capacity to accommodate the increase in pupils likely to be generated by a development and the development itself cannot enable the necessary provision the County Council will raise objections to the development.
- 4.82. It is in the interests of the developer and to potential residents to ensure that schools are able to accommodate the additional pupils generated by their development. It is recommended that developers contact the County Council's education team at the earliest possible stage in the process to ascertain whether there would be a requirement for additional education provision within the locality of their proposed development.
- 4.83. In circumstances where it is not possible to provide school places within a reasonable walking distance an additional contribution towards the cost of providing transport for children to school may be required. The contribution will reflect the cost of providing the transport for a defined period of time.
- 4.84. This requirement will apply to all urban and rural residential developments which are likely to generate demand for school places. Contributions will not be sought towards educational infrastructure from developments of studio or one bed dwellings, institutional accommodation exclusively for undergraduate students or from sheltered/elderly housing and other specialist housing developments where children will not live.
- 4.85. Further advice on the method of calculations and the expected costs are set out in Appendix 2 and Appendix 3 respectively. Reference should also be made to OCC's Developer Guide which is available on its website.

Flood Risk

- 4.86. There are extensive areas in the District that have been identified as being at risk of flooding. Flood risk arises from rivers, canals, sewers, surface water and ground water.
- 4.87. Policies ESD 6 and ESD 7 of the adopted Cherwell Local Plan Part 1 seek to manage and reduce flood risk by using a sequential approach to development. Developers will therefore need to demonstrate that account has been taken of flood risk from all

sources, and that the proposed development incorporates mitigation and management measures appropriate to the use and location. The Council also requires developers to improve water efficiency and reduce surface water run-off through the use of a range of Sustainable Drainage Systems (SUDs).

- 4.88. Flood defence measures that are deemed necessary to a development to mitigate specific impacts of that development, (including SUDs) will normally be sought through a planning condition. However, in certain circumstances a section 106 agreement may be required.

Health & Wellbeing

- 4.89. Policy BSC 8 of the adopted Cherwell Local Plan Part 1 sets out the Council's approach to securing health and well-being throughout the District. In addition, the Bicester Healthy New Town Programme aims to enable people who live or work in Bicester to live healthier lives and to prevent ill health in the future.
- 4.90. Improving public health, safety and individual wellbeing is also an overarching transport goal of OCC's LTP4. This will be achieved by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education, training and services.
- 4.91. New residential development will be expected to contribute towards the provision of additional health care infrastructure generated by its population growth where there is insufficient existing capacity, well located to serve the development. This may include financial contributions and/or the provision of land and buildings to enable the provision of doctor's surgeries and other health facilities to serve the local population, or the upgrading or extension of existing facilities in some locations.
- 4.92. An on-site new facility would not normally be required unless a need is generated by a patient population of 8,000 or more and only then if other nearby practices lack the capacity to expand. On smaller residential sites and where the new development increases demand on existing facilities, the need for new provision is likely to be replaced by extending existing facilities.

Contributions

- 4.93. The LPA will seek a financial or in kind contribution from developments of more than 10 dwellings towards the improvement and/or extension of existing primary medical care infrastructure where appropriate schemes are identified on a site by site basis.

- 4.94. Primary medical care infrastructure needs may include:
- Land on which to build either a new healthcare facility or an extension to an existing facility;
 - Building – either a new facility or an extension to an existing facility
 - ICT Infrastructure to support primary care expansion.
- 4.95. Contributions at an enhanced rate will be sought from developers of extra care housing, and care/nursing homes. This requirement reflects the much greater input and healthcare support required by the residents of such developments. Such contributions will be negotiated on a case by case basis.
- 4.96. Further detailed advice on the method of calculations and the costs of contributions can be found in Appendix 15.
- 4.97. As primary care practices are run as independent businesses an appropriate mechanism is needed to ensure that any facilities paid by developer contributions remain in community use for at least 15 years. As such any funds secured towards the provision of extensions/improvements or new facilities will be the subject of an agreement with the individual practices.
- 4.98. Any practice that benefits in this manner will be required to repay the funds if the practice does not continue for 15 years after the facilities have been provided.

Heritage

- 4.99. Policy ESD 15 of the adopted Cherwell Local Plan Part 1 seeks to protect, sustain and enhance designated and non-designated 'heritage assets'.
- 4.100. Where appropriate and assessed on a site by site basis the Council may require a S106 agreement which seeks to conserve and enhance the historic environment directly affected by a proposed development. Such projects could include:
- Repair, restoration or maintenance of a heritage asset and its setting;
 - Increased public access and improved signage to and from heritage assets;
 - Interpretation panels/historical information and public open days;
 - Measures for investigation, preservation and display of archaeological remains and sites;
 - Public realm obligations, including enhancement of historic squares and spaces, registered parks and gardens, historic pavement materials, street furniture, and removal of street clutter.

Indoor Sport and Recreation

- 4.101. Policy BSC12 of the adopted Cherwell Local Plan Part 1 sets out the Council's overall approach to provision and enhancement of indoor sport and recreation.
- 4.102. The Council's PPG17 Indoor Sports and Recreational Facilities Assessment 2006 identified the current and future deficiencies in provision and contain recommendations as to how these deficiencies can be met.
- 4.103. The Council is currently undertaking a review of the District's indoor sport and recreation provision. If this additional analysis work results in amendments to the Council's standards, they will be updated in the Cherwell Local Plan Part 2. Once in place, Local Plan Part 2 standards will replace Appendix 9.
- 4.104. The PPG17 Assessment recommended local minimum standards of provision and these are set out in Appendix 9.
- 4.105. New development that generates a need for sport and recreation facilities that cannot be met by existing provision will be expected to contribute towards the provision of new facilities or the improvement/expansion of existing facilities.
- 4.106. Where on site provision is required, the LPA will expect the developer to design and gain the necessary planning consents to a specification, in accordance with Sport England requirements, and agreed by the LPA. The developer will then be expected to build the facility in accordance with the approved scheme. A commuted sum for the future maintenance of the facility will also be sought in the event that the facility is transferred to the Council.

Thresholds

- 4.107. The threshold for provision of indoor sport and recreation facilities on-site is a population that supports a 4 court facility or 683m² of floor space. i.e. 12648 people or 5080 dwellings if the average occupancy is 2.49 per dwelling. (based on the adopted standard of 0.315 badminton courts per 1000 population)

Contributions

- 4.108. If on-site provision is not possible, or appropriate, or where the development falls below the threshold, financial contributions will be sought for either off-site provision

or the improvement/upgrading of existing facilities where appropriate schemes have been identified.

- 4.109. Costs relating to the proposed improvements will be proportionate to the size or potential occupancy of the development. The levels of contributions will be reduced where the developer makes appropriate provision on-site of particular services or facilities.
- 4.110. The appropriate contribution is calculated by reference to the expected population in the development and the facilities required to support the population, multiplied by a standardised cost for the provision of the facility. Where contributions are sought for the expansion or improvement of existing facilities then the costs applying to the proposed improvements will apply.
- 4.111. Further detailed advice can be found in Appendix 9.

Nature Conservation & Biodiversity

- 4.112. Policies ESD10 and ESD11 of the adopted Cherwell Local Plan Part 1 sets out the Council's approach to the protection and enhancement of biodiversity and the natural environment, including Conservation Target Areas.
- 4.113. Relevant habitat and species surveys and their associated reports will be required to measure the biodiversity impact following the locally adopted Defra Offsetting Metrics and submitted to accompany planning applications which may affect a site of known, or potential, biodiversity value or the biodiversity/natural environment of the local area.
- 4.114. In addition to identifying biodiversity impacts, biodiversity surveys and reports should identify opportunities to deliver biodiversity enhancements.
- 4.115. Detailed advice for preparing a biodiversity survey can be found in OCC's guidance entitled 'Biodiversity and Planning in Oxfordshire' which is available on its website.
- 4.116. Where mitigation for the ecological impacts of a development can be achieved on-site, the LPA would normally secure this through a planning condition. Arrangements for the long term management and maintenance of this mitigation will normally be secured by a S106 agreement. In certain circumstances the LPA may seek a Local Ecological Management Plan, or equivalent, through a planning condition.

- 4.117. Thames Valley Environmental Records Centre has identified ten Conservation Target Areas (CTAs) in the District. They have been identified to focus work to restore biodiversity at a landscape scale through the maintenance, restoration and creation of UK Biodiversity Action Plan (BAP) priority habitats.
- 4.118. General targets for maintenance, restoration and creation of habitats have been set for each area. These will 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. 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.
- 4.119. Where on-site mitigation or compensation cannot be achieved contributions may be sought towards a scheme that closely offsets the impact of the development, and which also meets the aims of the Council's BAP.
- 4.120. The Council will generally seek to fund biodiversity enhancements via a S106 agreement. This is based on the Council's position that biodiversity offsets should not be classified as infrastructure⁴ because they do not enable the development to function, nor do they provide any facility to those living within or using the new development. This means that the pooling of 5 or more contributions towards one project or plan is possible.

Open Space, Play Facilities, Outdoor Sport & Recreation

- 4.121. Proposals for new development will be expected to contribute to open space, sport and recreation provision in accordance with Policies BSC10, BSC11 and BSC12 of the adopted Cherwell Local Plan Part 1.
- 4.122. The evidence base for these policies is the District's PPG17 - Open Space, Sport and Recreational Facilities Needs Assessment, Audit and Strategy 2006, the subsequent Green Spaces and Playing Pitch Strategies 2008 and the Open Space Update 2011. The Council has now commissioned studies to update this information. Should these studies result in amendments to the open space standards, these standards will be updated in the Cherwell Local Plan Part 2.

Local Standards and Thresholds

- 4.123. The Council's strategies referred to above establish the current and future deficiencies in open space, sport and recreation provision together with recommendations as to how these deficiencies should be met. The Strategies recommend local minimum

⁴ Defra communication to Warwickshire County Council (02/11/2015)

standards of provision and these are embodied in the adopted Cherwell Local Plan Part 1. They are set out in Appendix 4 for ease of reference. The Local Plan also includes qualitative standards of provision.

- 4.124. Obligations will be sought in cases where the proposed development will result in a net increase in demand for recreational facilities. If the development is for a purpose which is unlikely to generate demand then no contribution will be sought. The LPA may, however, seek contributions from applicants for commercial development as working population increases as a result of commercial development can add to demand for facilities. People travelling in to the District for work will often use facilities close to their place of work.
- 4.125. On-site provision will be sought, in the first instance, in accordance with the minimum standards set out in Appendix 4. Detailed guidance on the Council's specification and design requirements for different types of open space/facility can be requested from the Council's Street Scene and Landscape Services Section. Agreement will be sought with the relevant town or parish council on the equipment to be purchased.
- 4.126. If the proposed development results in an increase in demand for recreational facilities, and it is not practical to provide open space as part of the development, and there are identified shortfalls in the area, the LPA will seek a financial contribution towards off-site provision. This may include contributions to the improvement/enhancement of existing areas/facilities where appropriate schemes have been identified.
- 4.127. A list of deficiencies in open space, sport and recreation and priorities by Ward is set out in the Council's PPG17 Assessment – Open Space, Sport and Recreational Facilities Needs Assessment Audit and Strategy 2006, the subsequent Green Spaces and Playing Pitch Strategies 2008, and the Open Space Update 2011. Updated information will be published by the Council as it becomes available.
- 4.128. Commuted sums for maintenance of the open space or play facility will also be sought. This sum will be based on the LPA's actual maintenance costs, to cover the future maintenance of open space, sport, and recreation and play facilities, together with a sum to cover management costs for a 15 year period. A multiplier is used to account for the costs which will vary over the 15 year period and the 'discount effect' of a lump sum up front. In some instances a capital sum contribution for the build out of provision may be deemed necessary. The Council's 2016/2017 commuted sum requirements are set out in Appendix 6. These are subject to annual updates. Further detailed information and specifications can be accessed by contacting the Council's Street Scene and Landscape Services Section.

Local Management Organisations for Open Space Management

- 4.129. It is the Council's strong preference that public open space, outdoor sports pitches and play areas on new developments continue to be adopted by the Council in agreement with the relevant town or parish council with a commuted sum. The Council will only consider a local management organisation proposed by a developer if it meets the list of conditions set out in Appendix 8 and has the agreement of the relevant town or parish council.

Public Realm, Public Art and Cultural Well-Being

- 4.130. The public realm and public art can play an important role in enhancing the character of an area, enriching the environment, improving the overall quality of space and therefore peoples' lives. Public art and the quality of the public realm are important considerations in the design and layout of a development. Public realm relates to all those parts of the built environment, either publicly or privately owned, located between and within buildings that are publicly accessible such as all streets, squares, and other rights of way as well as open spaces and parks, watercourses and canals. High quality design and good management of the public realm is essential in creating successful and vibrant places and help to integrate new development in to the surrounding area. It can help to establish an identity for an area making it memorable and providing useful landmarks, particularly if it draws inspiration from local themes or associations.
- 4.131. One of the core principles of the NPPF is to take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. It states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. It also advocates planning policies and decisions aimed at achieving places which promote, inter alia, safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourages the active and continual use of public areas.
- 4.132. The Government's Planning Practice Guidance (PPG) (paragraph 018) states that 'Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using'.
- 4.133. Policy ESD 15 of the adopted Cherwell Local Plan Part 1 states that the conservation of the historic environment and securing high quality urban design are very important

in protecting and enhancing the character of the District and ensuring that Cherwell is an attractive place to live and work.

- 4.134. Other adopted policies seek to support the District's town centres and to maintaining their vitality and viability and their associated infrastructure to create vibrant retail environments. In particular Policy Bicester 5 seeks to strengthen Bicester Town Centre. Similarly Policy Banbury 7 and Policy Kidlington 2 set out similar aims for Banbury and Kidlington respectively.
- 4.135. The adopted Banbury Masterplan SPD establishes a strategic vision for Banbury with a strong economy and vibrant and attractive town centre. It identifies areas for public realm, street, junction, environmental and public art improvements.
- 4.136. The adopted Kidlington Masterplan SPD establishes a strategic vision for the village in line with the adopted Local Plan. Key themes explored include opportunities to improve the public realm within the village centre, improvements to Oxford Road and the village gateways. Work is progressing on the Bicester Masterplan with one of its aims being to improve the character and appearance of the centre of Bicester and the public realm.

Contributions

- 4.137. Contributions will be sought towards the creation and/or enhancement of the public realm in the vicinity of new development where the proposed development will have a direct relationship with a public realm improvement scheme identified in the Council's IDP.
- 4.138. The level of financial contributions will reflect the character and scope of the works required and will be negotiated on a case-by case basis.
- 4.139. Financial contributions will be sought for public realm and public art projects listed in the Council's IDP which is updated on an annual basis.

Transport & Access

- 4.140. OCC is the local highway authority and is responsible for the management and maintenance of the adopted highway network within the District. OCC also produces the Oxfordshire Local Transport Plan, is responsible for traffic management and road safety and has further responsibilities in relation to public transport, school transport and public rights of way.

- 4.141. The Oxfordshire Local Transport Plan provides the strategic framework for transport in the County. It sets out likely transport infrastructure requirements and priorities for Cherwell aimed at tackling congestion, promoting sustainable travel, safer roads, improving public health and wellbeing, and improving the street environment. Specific schemes and projects are set out in the Council's Infrastructure Delivery Plan and the Oxfordshire Infrastructure Strategy (OxIS).
- 4.142. The Council's strategy, as set out in the adopted Local Plan, for managing growth is to locate development in sustainable locations and identify appropriate and deliverable measures to meet the transport needs of the District.

Planning Obligation Requirements

- 4.143. All new developments in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of the development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes. It will also enable improvements to be made to the local and strategic road and rail networks.
- 4.144. Where there is likely to be a transport impact the LPA will require the submission of a Transport Assessment. The type and level of any contributions towards transport infrastructure provision will be considered in the Transport Assessment and negotiated with the Highway Authority.
- 4.145. Detailed technical pre-application discussions with OCC on the transport assessment are essential for major developments.
- 4.146. Direct infrastructure provision, financial and other contributions (including those for bus services) towards mitigating measures will be included in a planning obligation. The implementation of any physical changes to the highway network required to accommodate, or mitigate, the effects of a proposal will be managed through a highways agreement with the Highway Authority. For major schemes it will be necessary to define the highways agreements at the time planning permission is granted. In such cases the highways agreement will be referred to in, and linked to, the planning agreement. This will ensure certainty and transparency of implementation requirements and costs for all parties.
- 4.147. In addition to local transport mitigation, S106 contributions will be required for strategic transport schemes (identified in the IDP) related to cumulative growth using the following formula (subject to the constraints of planning legislation):

X = Cost of Scheme(s)

Y = Held/Committed funding

Z = Alternative Funding

E = Expected Growth

$$\text{S106 Contribution} = (X - Y - Z) \div E$$

- 4.148. As denoted by 'E', where a scheme (to which a strategic transport contribution is requested) serves the needs of multiple developments, the cost of the scheme will be shared proportionately across the relevant developments (subject to any pooling restrictions).
- 4.149. The LPA may also require the preparation, agreement and implementation of a Travel Plan to mitigate the impact of the development on the transport system and environment. This will be a standard requirement for major developments and, depending on the nature of the development, the Plan may be secured by either a condition or planning obligation. Travel Plans for major development will normally include targets for modes of travel to and from the site and monitoring arrangements. There will be a need for financial commitments and incentives and/or penalties for non-compliance.
- 4.150. Further details on the above transport requirements can be found in OCC's Developer Guide.

Waste

Waste Collection Containers and Recycling Banks

- 4.151. The Council is committed to a strategy of minimising domestic waste sent for disposal through the development of recycling services and the reduction and reuse of materials. The Council will seek contributions for the provision of sorting facilities to deal with domestic waste at source. Each new dwelling will be provided with appropriate containers and the collected materials will be taken away to a recycling centre.
- 4.152. The Council's current waste collection service is currently working at full capacity therefore future new development will need capital investment to ensure the service to the customer meets all the requirements set out below.

- 4.153. Building Regulations 2000 (as amended by SI 2001/3335) H6 sets out the following planning requirement:
- Adequate provision shall be made for the storage of solid waste.
 - Adequate means of access shall be provided;
 - For people in the building to the place of storage and from the place of storage to the collection point.

Policy Framework

- 4.154. The NPPF paragraph 7 notes that planning has an environmental role, including the need to minimise waste and pollution and mitigate and adapt to climate change including moving to a low carbon economy.
- 4.155. The Cherwell Low Carbon Environmental Strategy, published in December 2011, seeks to deliver the objectives of the Cherwell Community Plan through the protection and enhancement of the local environment in terms of Waste minimisation, reuse and recycling.
- 4.156. Every residential dwelling requires (2017 prices):
- 1 X blue wheeled bin for the collection of dry recyclable material (£20) at the current size of 240 litre;
 - 1 X green wheeled bin for collection of residual waste (£20) at the current size of 180 litre;
 - 1 X brown wheeled bin for the collection of garden and food waste material (£20) at the current size of 240 litre;
 - 1 X brown kitchen caddy for the collection of food waste (£4) and transferral into the brown garden and food waste bin;
 - Capital investment in waste collection vehicles to service the new development (£42).
- 4.157. Where blocks of flats are proposed, waste collection should be through the use of communal collection containers or through provision of individual bins held in a communal location.
- 4.158. Communal bins stores should not be provided for groups of houses unless they are serviced by a private road. Communal bins should be housed in a covered storage area and the following issues should be taken into account: -
- Bin stores should be built to a specification that ensures they do not detract from the visual aspects of the local environment.
 - Stores should be no more than 5 metres from the kerbside or point where the vehicle would stop (vehicle access has to be proven rather than assumed)

- To provide sufficient space for residents to deposit their waste, a minimum of 1m must be provided in front of the containers
- Where more than one bin is to be placed in a storage area, the bins must be positioned so that they can be easily accessed without users having to move other bins. In short they must not be ranked or more than one deep
- A door or gate of a minimum opening of 1600mm should also be provided. Smaller doors for residents use can be provided in addition to this requirement
- Doors should open outwards, but not over the public highway or parking spaces
- A path leading from the kerbside to the bin store should be provided, with a minimum width of 1.5m. The path should be level or a gentle slope and should not contain steps
- Stores should not be behind gates or security barriers that would prevent them being emptied
- The structure must be robust enough to withstand everyday use
- Stores should not be behind designated parking bays or require the movement of containers past or through legally parked cars
- Communal bin compounds should be far enough away from housing units so as to reduce the impact of noise during bin use and collection but sufficiently close for easy use. Eliminating the need for collection vehicles to reverse will also assist in keeping noise to a minimum
- Dropped kerbs should be provided.

4.159 Bin storage areas should be a minimum 1.8 square metres per dwelling for houses/bungalows and 1.4 square metres per dwelling for flats or multi occupancy properties.

4.160. Local recycling banks or 'bring sites' shall be provided for recyclables not separated in domestic waste collection, such as glass and clothing. Recycling banks must include at least:

- 2 x Green glass banks
- 1 x Brown glass bank
- 2 x Clear glass bank
- 1 x Textile bank

4.161. Recycling banks (bring sites) are required to serve approximately every 500 dwellings. For residential developments a financial contribution towards the capital cost of providing collection banks shall be sought. Recycling banks (bring sites) currently

require the provision of 5 containers at a cost of £500 each. This equates to a cost of £5.00 per dwelling.

Size of Development	Contribution per dwelling
Developments between 1 and 199 dwellings	£106.00 for bin and collection vehicle provision. £5.00 towards recycling banks
Developments over 200 dwellings	£106.00 for bin and collection vehicle provision. £5.00 towards recycling banks. On-site provision of recycling bank including provision of land.

4.162 Where on-site contributions are required if this cannot genuinely be provided, a financial contribution equivalent to the cost of providing and equipping a local bring site shall be paid to the Council.

4.163 Waste and recycling bin contributions will be sought on occupation of new dwellings. The provision of recycling bring sites will be sought as early in the development as possible to serve the residents of the development.

4.164 The Council's Environmental Services department will be able to provide further advice on the Council's requirements.

Strategic Waste Management Contributions to Household Waste Recycling Centres

4.165 Oxfordshire County Council (OCC), as Waste Disposal Authority, is required under the Environmental Protection Act 1990 (Section 51) to provide Household Waste Recycling Centres (HWRCs). The Act requires that each HWRC is:

- Situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area;
- Available for the deposit of waste at all reasonable times;
- Available for the deposit of waste free of charge by persons resident in the area.

4.166 Contributions will be required should there be a need to provide additional household waste recycling capacity resulting from new development. Further information on the developer contributions for these capital costs is available from OCC.

Appendix 2

APPENDICES

For Adoption

Appendix 1: Population Figures

This appendix sets out the assumed population generation rates per dwelling for Oxfordshire. Based on figures derived from OCC's Survey of New Housing (2008) and the 2014 SHMA mix, the average occupancy rate per dwelling for the whole of Oxfordshire is 2.49. This assumes that an average development would contain 15% one bed dwellings, 30% two bed dwellings, 40% three bed dwellings, and 15% four bed dwellings. (Source: SHMA 2014).

Average Occupancy per Dwelling

Dwelling Type	One Bed	Two Bed	Three Bed	Four Bed
All Ages	1.28	1.85	2.88	3.96

(Source: OCC – based on OCC Survey of New Housing 2008)

It should be noted that these figures are subject to change. The results of an updated survey of new housing are currently being collated and are due to be published in 2018.

The above occupancy rates will be applied to all residential development proposals of 399 dwellings and below. For larger developments an excel based model known as POPCAL 10 will be used to calculate a detailed population profile associated with the proposed development.

Average Pupil Generation per Dwelling

School Category (Years)	One Bed	Two Bed	Three Bed	Four Bed
Nursery (2-3)	0.00	0.05	0.10	0.12
Primary (4-10)	0.00	0.17	0.39	0.51
Secondary (11-15)	0.00	0.09	0.23	0.35
Sixth Form	0.00	0.01	0.03	0.07

(Source: OCC – based on OCC Survey of New Housing 2008)

A reduction of 15% to the pupil generation rates has been applied to take account of pupils who will be educated in the independent sector. The sixth form rates have been discounted further to account for pupils leaving school before the sixth form.

Appendix 2: Indices used for Contributions Sought on behalf of OCC

Contributions sought on behalf of OCC will be index-linked to maintain the real value of the payments.

Indexation will be applied using the formula:

$$\text{Index Linked Contribution} = \text{Revised Index Value}^{**} \div (\text{Principal Amount} \times \text{Base Index Value}^*)$$

* A base date for contributions is established in this Guide and within the planning obligation. Using this base date a precise value within a particular index can be found.

** The date that the contribution is indexed to will be identified within the planning obligation. This will usually be the date of payment. Using this revised date a precise value within a particular index can be identified.

The table below sets out the indices that will be used.

Contribution Type	Index Name	Source	Notes
Transport contributions (excluding Public Transport Services)	Baxter	Made available through the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors (RCIS)	This index is a composite index comprising the following weighted indices from the Civil Engineering Formula '1990 Series' Index 1: Labour & Supervision (25%) Index 2: Plant & Road Vehicles (25%) Index 3: Aggregates (30%) Index 9: Coated Macadam & Bitumous Products (20%)
Public Transport Services Contributions	RPIX	ONS	RPIX is a measure of inflation in the UK. It is equivalent to the Retail Price Index (RPI) excluding mortgage interest payments.
All Other contributions	Tender Price Index of Public Sector Building (Non-housing) PUBSEC	Made available through the Building Cost Information Service (BCIS) of the Royal Institute of	The PUBSEC index is compiled from bills of quantities of accepted tenders forwarded from

		Chartered Surveyors (RICS)	Government Departments. The Index is an indicator of the trend in accepted tender prices for constructing public sector works in Great Britain. The results are published quarterly.
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Appendix 3: Education Infrastructure: Calculation of Contributions

Contributions for educational infrastructure will be calculated by multiplying the net increase in the forecast number of pupils (of the appropriate age) moving in to the new housing by the 'cost per pupil' of the required additional infrastructure.

Average Pupil Generation per Dwelling

School Category (ages)	One Bed	Two Bed	Three Bed	Four Bed
Nursery (2-3)	0.00	0.05	0.10	0.12
Primary (4-10)	0.00	0.17	0.39	0.51
Secondary (11-15)	0.00	0.09	0.23	0.35
Sixth Form	0.00	0.01	0.03	0.07

These rates are derived from the Oxfordshire Survey of New Housing (2008). Please note that survey updates may necessitate revised pupil generation figures.

A reduction of 15% to the pupil generation rates has been applied to take account of pupils who will be educated in the independent sector. The sixth form rates have been discounted further to account for pupils leaving school before the sixth form.

Based on the current percentage of pupils being educated in Special Educational Needs (SEN) schools in Oxfordshire 1.1% of the total pupils generated by the development will need to be educated in a SEN school (the majority of pupils with a statement of special educational needs are educated in 'mainstream' schools).

The table below sets out the standard cost per pupil of providing an extension to an existing facility. These standard costs will be used unless there is a specific scheme cost or where a new school is required. The figures are from the Department for Education (DfE) and have been adjusted for Oxfordshire using the DfE published location factors.

Table 1: Cost per pupil for extensions to existing facilities

	Total Cost per Pupil for Extensions (Cost base for indexation4Q16)
Nursery	£13,901
Primary	£13,901
Secondary	£21,033
Sixth Form	£22,454
SEN	£38,751

To give an indication of the contributions which may be necessary to address the impact of proposals the cost per pupil for extensions to existing facilities is multiplied by the pupil generation rates per dwelling to reach the contributions per dwelling shown below.

Table 2: Contribution per dwelling

	1 Bed	2 bed	3 Bed	4+ bed
Nursery	£0	£695	£1,390	£1,668
Primary	£0	£2,363	£4,948	£6,471
Secondary	£0	£1,893	£4,415	£6,718
Sixth Form	£0	£225	£615	£1,434
SEN	£0	£115	£277	£396

If a development creates all or part of the need for a new school a different level of contribution reflecting the actual estimated cost for the new school or part thereof will be applied. Where the development substantially necessitates a new school, developers will be expected to provide at nil cost to the education provider a suitable site (both in terms of size and location) which is fully serviced, fully decontaminated and remediated.

The Tables below give an indication of the likely costs of new educational infrastructure:

Cost of New Build Primary Schools

Size of School	Number of pupils accommodated		Cost (Excluding Land & Abnormals)	Cost Base
	aged 2-3	Aged 4-10		
1 Form Entry + nursery	60	210	£ 7,212,015	4Q 16
1.5 Form Entry + nursery	75	315	£9,166,019	4Q 16
2 Form Entry + nursery	90	420	£ 10,952,913	4Q 16

Cost of New Build Secondary Schools

Type of School	Number of Pupils accommodated	Cost (Excluding Land & Abnormals)	Cost Base
Secondary (11-16)	600	£ 17,847,000	4Q 16
Secondary (11-16)	900	£ 24,338,000	4Q 16
Secondary (11-16)	1200	£30,932,000	4Q 16
Secondary (11-18)	700	£21,438,000	4Q 16
Secondary (11-18)	1100	£30,288,000	4Q 16
Secondary (11-18)	1500	£39,145,000	4Q 16

Appendix 4: Local Standards of Provision – Outdoor Recreation.

Type of Provision	Quantitative Standard	Accessibility Standard	Minimum Size of Provision	Threshold for On-Site Provision
General green space (parks & gardens/natural semi-natural/amenity green space)	2.4ha per 1000 urban dwellers	5 minute walk (amenity open space) (400m)	200sqm	10 urban dwellings
	2.74ha per 1000 rural/urban dwellers	15 minute walk other (1200m)		6 rural/urban edge dwellings
Play space (combining provision for younger and older children including MUGAs)	0.78ha per 1000 people	5 minutes walk (400m) except for NEAPs 15 minute walk (1200m)	LAP – 100sqm activity zone; 400sqm including buffer	10 dwellings (for a LAP)
			LEAP – 400sqm activity zone; 3600sqm including buffer	50 dwellings (for a LEAP and LAP)
			NEAP – 1000sqm activity zone; 8500sqm including buffer	100 dwellings for a NEAP and LEAPs/ LAPs
			NB: In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	
Outdoor sports provision (combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)	1.13ha per 1000 people	Football, rugby, cricket: 10 minute walk (800m) urban areas, 10 minute travel time (8km) rural areas Tennis courts: 15 minute walk (1200m) urban areas, 15 minute	0.12ha	65 dwellings

Type of Provision	Quantitative Standard	Accessibility Standard	Minimum Size of Provision	Threshold for On-Site Provision
		<p>travel time (12km) rural areas</p> <p>Bowling greens, golf courses: 15 minute travel time (12km)</p> <p>Hockey: 20 minute travel time.</p>		
Allotments	0.37ha per 1000 people	10 minute walk (800m)	0.2ha	275 dwellings

Appendix 5: Summary of demand for open space, sport and recreational facilities by development type

Type of Green space	Houses	Flats	Bedsits	Hostels	Sheltered Accom	V. Sheltered accom	Care homes	Student accom
Parks and gardens	yes	yes	yes	yes	yes	no	no	yes
Natural/semi natural green space	yes	yes	yes	yes	yes	no	no	yes
Amenity green space	yes	yes	yes	yes	yes	no	no	yes
Play provision	yes	yes	no	no	no	no	no	no
MUGAs	yes	yes	no	no	no	no	no	yes
Tennis courts	yes	yes	yes	yes	no	no	no	yes
Bowling greens	yes	yes	yes	yes	yes	no	no	yes
Golf courses	yes	yes	yes	yes	no	no	no	yes
Allotments	yes	yes	yes	yes	yes	no	no	yes
Pitches	yes	yes	yes	yes	no	no	no	yes

Appendix 6: Commuted Sums for Children’s Play Space, Sports Pitches, Public Open Space

The commuted sums for capital infrastructure are based on current contractor costs. The landscape maintenance rates are taken from the annually updated competitive rates of the Council’s landscape maintenance contract. (quoted sums from 2016/2017)

Each provision is multiplied by the current multiplier to commute the payment over a 15 year period

Current Inflation Figure = CPI 0.5%

Current Multiplier - 15

Play Areas – Maintenance Provision	Total Cost (£)
LAP – Equipped (400m ²)	27501.52
LAP – Free Play Zone (400m ²)	12394.26
LEAP (3600m ²)	108761.69
LEAP/LAP Combined (4000m ²)	121492.13
NEAP (9500m ²)	249994.49
NEAP/LEAP Combined (13100m ²)	350435.88

Play Areas – Capital Provision	Total Cost (£)
LAP – Equipped (400m ²) Local Area for Play (fencing, furniture, surfacing & signage)	20779.15
LAP – Free Play Zone (400m ²) Local Area for Play (fencing, furniture, path surfacing & signage)	10882.91
LEAP (3600m ²) Local Equipped Area for Play (play equipment, fencing, furniture, surfacing & signage)	60783.45
LEAP/LAP – Combined (4000m ²) Local Equipped Area for Play (play equipment, fencing, furniture, surfacing & signage)	74723.30
NEAP (8500m ²) Neighbourhood Equipped Area for Play (play equipment, MUGA, fencing, furniture, surfacing & signage)	240326.82

Outdoor Sports Facilities – Maintenance Provision	Total Cost (£)
Tennis/netball/basketball court	27468.25
Bowling Green	173303.86
Cricket Square	53197.08
Football Pitch - Senior	70195.95
Football Pitch - Junior	61589.12
Synthetic Pitch – 400mm 3G (130m x 90m)	111638.94
Pavilions	
2 changing room – Tennis & Bowls	43164.75
2 changing room – Football – 1 pitch	41338.67
4 changing room – Football – 2 pitches	55084.05
6 changing room – Football – 3 pitches	71871.57

Outdoor Sports Facilities – Capital Provision	Total Cost (£)
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Tennis/netball/basketball court	40903.50
Bowling Green	122449.20
Cricket square	43267.93
Football pitch - Senior	77647.64
Football pitch - Junior	62670.80
Synthetic pitch – 40mm 3G (130m x 90m)	582900.00
Pavilion	
2 changing room – Tennis & Bowls	431648.51
2 changing room – Football – 1 pitch	413392.68
4 changing room – Football – 2 pitches	550840.50
6 changing room – Football – 3 pitches	718715.70

Green Infrastructure – Maintenance Provision	Total Cost (£)
Public Open Space (cost per hectare)	93222.18 (per m ² – 9.32)
Hedge Maintenance (cost per 1000 Lnm)	14354.42 (per m ² – 14.35)
New Woodland Area Maintenance (cost per 1000m ²)	23233.59 (per m ² – 23.23)
Mature Woodland Area Maintenance (cost per 1000m ²)	4629.23 (per m ² – 4.63)
Mature Tree Management (cost per 10 trees)	3348.23

Green Infrastructure – Capital Provision	Total Cost (£)
Public Open Space (cost per hectare)	110829.85
Hedge Planting (cost per 1000Lnm)	6051.91
New woodland planting (cost per 1000m ²)	6545.57

Water Feature – Maintenance Provision	Total Cost (£)
Pond maintenance (per 500m ²)	21904.28 (per m ² – 43.81)
Ditch maintenance (per 500 m ²)	16290.05 (per m ² – 32.58)
Stream Maintenance (per 500m ²)	8969.63 (per m ² – 17.94)
Balancing Pond maintenance (per 500m ²)	5812.92 (per m ² – 11.63)

Allotments – Maintenance Provision	Total Cost (£)
Allotment Areas (cost per hectare)	42190.84 (per m ² – 4.22)
Allotments – Capital Provision	
Allotment Areas (cost per hectare)	255713.11

Off- Site Contributions	Total Cost (£)
In lieu of Children’s Play Facilities – Developments (10+ dwellings)	23068.62 (per dwelling – 2306.86)

In lieu of Sports Pitch provision- Developments (10+ dwellings)	20170.30 (per dwelling- 2017.03)
In lieu of Open Space Provision- Developments (10+ dwellings)	14262.65 (per dwelling- 1426.27)

Appendix 7: Open Space, Sport and Recreation: Process and Procedures for Applications where On-Site Provision is Required.

Pre-application

The LPA will identify the on-site open space, sport (indoor/outdoor), recreation and play provision required, and the planning obligation (including commuted sums/rates) that is required.

The LPA will identify requirements in consultation with the appropriate Parish and Town Councils. Normally Town and Parish Councils are the preferred custodians and providers of open space, play, sport and recreation facilities and they will be expected to take ownership or adopt the facilities. In exceptional cases Town and Parish Councils may not be willing or able to take ownership or adoption and in these cases the LPA will proceed on the basis that the District Council will be generally be responsible for the long term ownership, management and maintenance after transfer.

Where possible any options for off-site provision will be identified at this stage.

Application

The same procedure for Pre-application applies. At this stage the LPA will seek the agreement of Parish and Town Councils to the concept and layout, and /or landscaping being undertaken, of the open space, sport (indoor/outdoor), recreation and play provision prior to the granting of planning permission. Their commitment to future ownership or adoption will also be expected.

At application stage specific proposals must be identified and defined to support preparation of planning obligation documents.

Approval of Submitted Open Space, Sport, Recreation and Play Proposals (Construction Details)

Conditions and planning obligations will require the developer to submit detailed proposals to the LPA for approval. These proposals must include detailed drawings, specifications, guarantees (transferable) and maintenance specifications to BS/EN standards. The LPA will provide formal approval to the developer once internal consultations are completed, or seek amendments to the open space, sport, recreation and play proposals, as necessary.

Approvals will be managed as follows:

- The LPA will discharge the conditions/obligations when open space, sport, recreation and play provision details are deemed acceptable by the Council.
- It is important to note that the development must not commence until there has been submitted to and approved by the LPA a scheme (including a phased programme [on large developments]) for the laying out, hard and soft landscaping and equipping of the open space, sport, recreation and play provision including, supporting changing accommodation.
- The planting, turfing and seeding to the open space, sport, recreation and play provision is to take place during the first planting season following the commencement of development [or phase of development]. The setting out of the landscaping and equipping of the open space, sport, recreation and play provision is to be in accordance with the approved scheme to the satisfaction of the LPA.

- The Developer is required to notify the LPA on the commencement and completion of the open space, sport, recreation and play provision, and must maintain the provision to its original standard for a period of twelve months following its completion, as certified by the LPA, replacing items (including surfaces) which are defective in the opinion of the LPA in accordance with the approved details contained in the scheme, and replacing any trees or shrubs which may die, are removed or become seriously damaged or diseased with others of similar size and species to the satisfaction of the LPA, The Developer is to carry on maintaining the open space, sport, recreation and play provision and supporting changing accommodation until these facilities are transferred, and to give access to the LPA's officers to enter to the area/s to carry out inspections.
- The LPA is to be notified by the developer on the commencement and completion of the open space, sport, recreation and play provision and supporting changing accommodation and the LPA will inspect the development at the following stages:
 - a) setting out,
 - b) drainage,
 - c) equipment installation,
 - d) surfacing; and
 - e) planting (including grass / wildflower seeding)

The developer is to ensure that a report is to be provided by a recognised body certifying that the construction is adequate for the intended use and submitted to the LPA.

Monitoring Development

The Developer is to provide an indicative timetable of on-site operations including indicative dates for the stages of construction and completion of the open space, sport, recreation and play provision to the LPA for the Council's coordinated monitoring of the open space, sport, recreation and play provision and supporting changing accommodation. It is necessary for the Developer to advise the LPA when the laying out of the open space, sport, recreation and play provision is taking place.

The LPA will monitor the commencement of development, compliance with conditions and planning obligations.

The LPA will endeavour to carry out inspections within 5 working days of notification by the developer at the stages listed above with the aim of ensuring that works are satisfactory, to identify remedial works when necessary and areas completed in accordance with the approved plan. Records will be kept on monitoring sheets of all inspections, and minutes of site meetings.

Enforcement (before practical completion)

The LPA will take enforcement action on conditions and obligations, should it be necessary, and will ensure good record keeping as evidence and provide expert witness statements, if required.

Practical Completion

The Developer must arrange for satisfactory Royal Society for the Prevention of Accidents (RoSPA) inspections and the subsequent reports to be forwarded to the LPA. They must also obtain transferable

guarantees for equipment which must also be sent to the LPA. For natural sports pitches or courts a satisfactory post completion 'fit for purpose' report from a recognised body, such as the Sports Turf Research Institute (STRI) or a member of the Sports and Play Construction Association (SAPCA), will be required. The Developer is to provide two sets of as-built drawings for the LPA. The LPA will carry out inspections of the completed open space, sport, recreation and play provision and inform the Developer of any defects in writing. The Developer must correct the defects as soon as possible and inform the LPA's planning department when the defects have been remedied, as early as possible. The LPA will then issue certificates of practical completion, detailing outstanding items of work, copies of which to be provided to the Developer and contractor.

The Developer is to confirm to the LPA that remedial works to defects are complete. Once the LPA has inspected the remedial works and found them to be satisfactory the LPA will then confirm that all works are complete in accordance with the approved plans and the open space, sport, recreation and play provision is acceptable for adoption.

The LPA will check and revise commuted sum calculations, if required (in cases where a schedule of rates was given by the District Council and shown in the planning obligation).

The Developer must ensure that the play areas/MUGAs are opened for use once practical completion is granted. Insurance cover must be provided by developer until formal transfer by the District. The developer should provide signs at each facility providing contact details for the public to report any defects. Joint monitoring of the open space, sport, recreation and play provision by the Developer and the Council is necessary to ensure the sites are safe for use. The LPA will consider any proposed change to the twelve month liability period by the Developer and agree to any changes in writing, if appropriate.

A twelve month maintenance period is required for open space and play provision to ensure that landscape features become established prior to the areas being transferred.

On sports pitches a minimum of two years is required before transfer from the date of seeding and completion to allow for establishment of the pitches.

Final Completion

The LPA will undertake an inspection of the open space, sport, recreation and play provision one month before the expiry of the twelve month defects period. The developer is to bring the space, sport, recreation and play provision up to the adoptable standard. The developer shall also provide the LPA with a post installation inspection and safety audit from a RoSPA -approved expert for play areas and informal open space. For sports pitches or courts a satisfactory post completion report from a recognised body such as STRI or SAPCA member will be required.

If all areas are satisfactory the LPA will issue certificates of final completion to the Developer.

Transfer

The Developer will start the legal transfer to the LPA, accompanied by an appropriate contribution towards its maintenance after adoption. This contribution will normally be in the form of a commuted sum, to cover 15 years maintenance, secured through a planning obligation document.

The LPA's finance section is to set up a new accounting code for each commuted sum. This will be specifically linked to the planning application reference number. All payments are to be made to the

LPA (by cheque or BACS) under the designated code with details of the application reference number and accompanied by a breakdown of capital and maintenance contributions.

The receiving LPA's Legal Team will complete the transfer of the open space, sport, recreation and play provision to the LPA on receipt of the commuted sum. On completion of the legal transfer the LPA will take over the maintenance responsibility. The LPA will then proceed to transfer or lease the provision to the relevant town or parish council along with any commuted sum balances.

Developer Responsibilities for maintenance of open space, sport, recreation and play facilities.

The long term maintenance of open space, sport, recreation and play facilities is critical to ensure that they achieve and maintain their maximum potential benefit and value. In the case of new housing developments, the developer will be required to make provision for the appropriate amount and type of open space, sport, recreation and play provision, plus supporting changing accommodation.

The developer is to submit to the LPA management plans and maintenance schedules to ensure that the soft/green areas of open space, sport, recreation and play facilities are established successfully for the benefit of the community and biodiversity. The maintenance specification is to be written and implemented in accordance with the relevant EN/BS standards.

Maintenance of Sports Pitches

The Developer's Contractor will be responsible for the maintenance of the grass sward for 2 years from the date of practical completion. A maintenance specification is to be submitted to the LPA. This maintenance specification must comply with industry best practice.

Maintenance of Play Areas and MUGAs

The Developer's Contractor will be responsible for the maintenance of the play areas and MUGAs for 12 months from the date of practical completion. A maintenance specification is to be submitted to the LPA and must comply with industry best practice.

Maintenance of Open Space and Recreation Areas

The Developer's Contractor will be responsible for the maintenance of open space and recreation areas for 12 months from the date of practical completion. A maintenance specification is to be submitted to the LPA and must comply with industry best practice.

Appendix 8: Local Management Organisation Requirements for Public Open Space, Outdoor Sports Pitches and Play Areas

NOTE: It is the Council's strong preference that public open space, outdoor sports pitches and play areas on new developments continue to be adopted by the Council in conjunction with the relevant town or parish council with a commuted sum. The Council will only consider a local management organisation proposed by a developer if it meets the list of conditions set out below and has the agreement of the relevant town or parish council.

- Provide a method statement of how the funding will be provided to the Management Company to cover maintenance costs in perpetuity.
- Provide a method statement of how capital funding for replacement items/unforeseen costs will be generated.
- The Council's twice yearly inspection costs will be paid as a commuted sum for the first fifteen years for monitoring the management company's maintenance standards.
- Confirmation that the standards of maintenance will be identical to the standard set out in the Council's Technical Specifications for Landscape and Cleansing Operations.
- Confirmation that a diminishing bond will be put in place to cover the Council's costs of maintenance and management of the site, to be available for the council to draw upon if standards delivered by the management company do not match those set out in the Council's Technical Specifications.
- Confirmation that the Council has the step in rights if the management company let standards drop below the standards set out in the Council's Technical Specification along with the rights to recover costs.
- Confirmation that at no point will the service charges levied on residents increase the rents for affordable housing above 80% of the open market rents as published by the Home and Communities Agency (HCA), where affordable rents are in place.
- Confirmation that all public open space, outdoor sports pitches and play areas remain accessible and usable by the general public in perpetuity.
- If the management company goes in to administration, confirmation that title deeds of all public open space, outdoor sports or play areas transfer to the Council as the provider of last resort.

Appendix 9: Local Standards of provision – Indoor Recreation

Facility Type	Local Quantity Standard per 1000 Population
Sports Hall	0.315 badminton courts
Swimming Pool	9.31 m ²
Squash Courts	0.059 courts
Health & Fitness	5.28 stations
Indoor Bowls	0.045 rinks
STPs	0.046 pitches
Athletics Tracks	0.0012 8 Lane facility
Community Centre	185m ²

Sports Hall

There is a need for 0.315 badminton courts (sports hall) or 53.78m² per 1000 people (or 0.054m² per person). This figure is based on the area of a four court hall plus circulation, reception and changing space (683m²). The cost of construction is £2251 per m² plus land costs and VAT (at 2016). The cost per person for sports hall provision is therefore £121.56 plus land costs and VAT.

Swimming Pool

There is a need for 9.31m² of swimming pool area per 1000 people or 0.0931m² per person. The cost of construction of a new build swimming pool, using average of Swim 25 commercial product and RICS Building Cost Information Service construction costs, would be £2,296 per m² plus land costs and VAT (at 2010). The cost per person for swimming pool provision is therefore £213.76 plus land costs and VAT.

Appendix 10: On-Site Community Facilities and Indoor Sport Provision: Process and Procedures

The LPA will identify the on-site indoor sport and/or community centre provision required and will provide the developer with a specification for the floor space and the facilities that need to be provided on site. At application stage specific proposals must be identified and defined to support the preparation of planning obligation documents.

Conditions and planning obligations will require the developer to submit detailed proposals to the LPA for approval. These proposals must include detailed drawings, specifications and guarantees (transferable). The LPA will provide formal approval to the developer once internal consultations are completed, or seek amendments to the proposals as necessary.

The developer will construct the building/facility in accordance with the approved details and ownership of the building/facility will be transferred to the Council following a satisfactory final inspection. The Council may subsequently transfer the ownership to the relevant parish authority or a suitable community association. In exceptional circumstances the Council may accept alternative management arrangements for the facility. These circumstances will be assessed on a case by case basis.

The timing of provision of the facility will be negotiated on a case by case basis but the size of the development and proximity to existing facilities will be a determining factor. In the case of the community hall provision of a suitable temporary facility should be available to the residents on completion of the 100th dwelling.

Appendix 11: Community Hall Facilities

In accordance with the recommendation of the 2017 CCDS Study a required community hall facility standard of 0.185m² per person will be applied.

Capital Cost Estimates for Provision of New/Extended Community Hall Facility

	Capital Cost	Capital Cost/m ²	Cost per person
1 storey	£1,600,000	£2,315	£428
2 storey	£1,820,000	£2,633	£488
Hard landscaping	£331,000		£89
Soft landscaping	£10,000		£3
TOTAL			£520 (1-storey)
			£580 (2-storey)
Horizontal extension to existing community hall		£2,920	
Refurbishment of existing community hall		£2,482	

Costs are correct at 2017

Calculations are based on the construction of a 691sqm building.

The cost estimates are inclusive of main contractor preliminaries, overheads and profit, project/design team fees and client contingencies.

Contributions towards the maintenance of the facility will also be sought. This will cover a 15 year period following the transfer of the facility to the LPA (or community association). A list of typical maintenance tasks and costs is set out below:

Annual Costs (Repeated Each Year)	One off costs
Fire alarms and extinguishers	Electrical testing
Intruder alarms	Internal decoration
Boiler service and gas safety	Replacement boiler/water heaters
Water monitoring and legionella	Replacement extract fans
Emergency light maintenance	Replacement external lighting
Lift maintenance	Replacement shower fittings
Miscellaneous repairs	Replacement light fittings
Business rates	
Water rates	
Insurance	
Gas	
Electricity	

Guide Estimate for Commuted Sum for maintenance = £298.88 per m² (2017)

(Cost estimates are based on existing maintenance cost for community hall facilities in the District. However, actual commuted maintenance costs required from the developer will be assessed on a site by site basis).

Appendix 12: Community Development

On development sites in excess of 100 new dwellings, developers are expected to provide the costs of employing a community development worker as follows:

100>250 homes: 0.4 FTE for 1 year

250> 500 homes: 0.4 FTE for 2 years

500> 1000 homes: 0.8 FTE for 2 years

1000+ homes: 0.8 FTE for 2.5 years.

Community Development Workers should be in place once a certain threshold of new homes have been built. This threshold will be established on a case by case basis.

Appendix 13: Apprenticeships & Skills

Draft Cherwell District Council Interim Position Statement on Planning Obligations for Construction Apprenticeships and Skills, April 2016

1.0 Background

- 1.1 The Government has made a commitment to 3 million new apprenticeship starts in England between 2015 and 2020¹. Apprenticeships are full time paid jobs which incorporate on and off the job training. A successful apprentice will receive a nationally recognised qualification on completion of their contract. Public sector bodies will be required to employ apprentices and set targets to increase apprenticeship numbers². There are over 200 different types of apprenticeship currently available in England, through existing apprenticeship frameworks. Apprentices can receive qualifications ranging from that equivalent to 5 GCSE passes to that equivalent to a degree.
- 1.2 Cherwell District Council (CDC) has pledged during 2016-2017 to “continue to support skills development, apprenticeships and job clubs in order to help support local employment and reduce the number of young people not in education, employment or training”³. In particular CDC is keen to increase the number of apprenticeships and related skills that come forward through the construction of new development areas in the District. This aspiration is in line with the latest report from the Construction Skills Network which forecasts that in the south east region alone, 1730 construction jobs are expected to be created every year over the next 5 years, but skill shortages are beginning to emerge⁴.
- 1.3 Oxfordshire in general and the Cherwell District in particular, are experiencing a large increase in construction to provide new homes and jobs for the area. However there is a shortage of skilled construction workers to support this growth. The table below shows the trends over the last four years. Construction apprenticeships are decreasing. They made up 6.6% of the total in 2011/12 and falling to 4.1% in 14/15. Furthermore labour market information gathered by the Oxfordshire Local Enterprise Partnership (OXLEP) has shown that within the local construction sector, it is the elementary construction occupations that are most in demand⁵.

Construction, Planning and the Built Environment	2011/12	2012/13	2013/14	2014/15, Q4 provisional
Count of construction apprenticeship starts	300	250	170	180
% of all apprenticeships	6.6%	5.6%	4.4%	4.1%

Source: Economy and Skills, Oxfordshire County Council.

- 1.4 The need to increase the number of apprenticeships locally is picked up by both the Oxfordshire Local Economic Partnership (OxLEP) and the South East Midlands Economic Partnership (SEMLEP). OxLEP’s Strategic Economic Plan is committed to delivering 1150

¹ Apprenticeships Policy, England 2015: House of Commons Library Briefing Paper 03052, 20 January 2016 page 3

² Op. cit. page 3

³ Cherwell District Council Performance Pledges 2016-2017

⁴ Construction Skills Network South East Report 2016-2020

⁵ Oxfordshire Labour Market Information Summer 2014, Oxfordshire Skills Board Page 39 more apprenticeships

to 2020 within Oxfordshire⁶. The SEMLEP Strategic Economic Plan is seeking just over 94,000 apprenticeship starts within the SEMLEP area between 2015 and 2020. Of these, it is anticipating that 7017 will be created within the Cherwell District⁷. It notes in particular that there is a shortage of skills and an aging workforce in the construction sector across the SEMLEP area and that there are significant opportunities for jobs growth in these sectors across the SEMLEP area⁸.

- 1.5 Cherwell District Council’s Economic Development Strategy (CDCEDS) identifies the provision of apprenticeships as one way to help people into employment⁹. In essence, the growth envisaged in the Cherwell District Council Local Plan Part 1 (July 2015) will both benefit from a healthy supply of construction apprentices as well as providing an ideal environment to support the training of new entrants to the construction trades. In respect of North West Bicester, the CDCEDS seeks to implement the NW Bicester Economic Strategy as one of the means to provide, encourage and support skills needed to develop NW Bicester and cites local apprenticeships as an outcome of this initiative¹⁰.
- 1.6 This note will set out the national and local planning policy context before describing the approach to be taken in the negotiation of construction (and related trades) apprenticeships for planning applications for certain categories of new development by Cherwell District Council. It is intended that this note will operate as informal guidance which will eventually help inform a relevant policy within the Cherwell District Council Local Plan Part 2 and the Planning Contributions Supplementary Planning Document, which are currently in the early stages of preparation.

2.0 National Planning Policy Context

2.1 The National Planning Policy Framework March 2012 (NPPF)

The Framework is predicated on ensuring that the planning system promotes sustainable development. The Framework notes that there are 3 dimensions to sustainable development and that the planning system should correspondingly perform an environmental role, a social role and an economic role¹¹. In terms of the economic role, the NPPF notes that pursuing sustainable development involves “making it easier for jobs to be created in cities, towns and villages.^{12”} It further notes that “plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.^{13”}

- 2.2 Under the heading “Building a strong, competitive economy” the NPPF states that “the Government is committed to securing economic growth in order to create jobs and prosperity...^{14”} It continues by stating that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and that

⁶ OxLEP Strategic Economic Plan March 2014, page 42

⁷ SEMLEP Strategic Economic Plan 2015-2020, Table B SEMLEP Apprenticeship Data, Page 25

⁸ Op cit. paragraph 2.5.19, page 26

⁹ Economic Development Strategy for Cherwell, North Oxfordshire 2011-2016, Cherwell District Council, pages 32, 45

¹⁰ Op Cit. page 47

¹¹ NPPF (March 2012) paragraph 7

¹² NPPF (March 2012) paragraph 9

¹³ NPPF (March 2012) paragraph 10

¹⁴ NPPF (March 2012) paragraph 18

planning should operate to encourage this. It concludes the paragraph by stating that significant weight should be placed on the need to support economic growth through the planning system.¹⁵

2.3 In terms of how apprenticeships can be delivered through the planning system, CDC proposes that this is achieved through planning obligations attached to planning consents, whichever is the most appropriate depending on the individual circumstances of each application and site. In drafting conditions and agreements, CDC will take account of the NPPF and Planning Practice Guidance.

2.4 Eco Towns Supplement to Planning Policy Statement 1 July 2009 (SPPS1)

The SPPS1 specifically applies to the North West Bicester site. In a similar way to the NPPF, there are no explicit references to the provision of apprenticeships in the Supplement. However section ET10 Employment states that an economic strategy should be produced to accompany planning applications *for eco towns that demonstrate how access to work will be achieved. One of the supporting documents accompanying the NW Bicester Masterplan submitted by A2 Dominion is the NW Bicester Economic Strategy (21 March 2014) which contains a commitment to apprenticeships. This will be explored in more detail in the section below which deals with the local planning policy context.*

3.0 Local Planning Policy Context

3.1 The Cherwell Local Plan 2011-2031 Part 1 (adopted July 2015)

Securing the economic future of the District is the main priority of the Local Plan¹⁶. The main focus of the Plan is strengthening the local economy, job creation, inward investment and company growth, as well as building cohesive communities.¹⁷ In particular, the Plan notes that relatively large numbers of people in Cherwell are without qualifications and basic skills, so the level of education and training needs to improve¹⁸. The Plan contains 5 strategic objectives for developing a sustainable local economy including SO5 which aims to “.....support an increase in skills and innovation....¹⁹”. The Plan notes that “there will also need to be promotion of local training providers, an improvement of the relationships between companies and schools, colleges and the universities....²⁰”. However there are no strategic policies that deal with the provision of apprenticeships / increasing skills in the workforce as these are detailed policy areas more appropriately covered in the Cherwell Local Plan Part 2.

3.2 However the supporting text to Policy Bicester 1: North West Bicester Eco-Town states that an economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction²¹. Policy Bicester 1 itself repeats the requirement for an economic strategy to be prepared to support planning applications for the site and amongst other matters, to demonstrate how access to work will be achieved.

¹⁵ NPPF (March 2012) paragraph 19

¹⁶ CDC Local Plan 2011-2031 Part 1, July 2014, paragraph ix Executive Summary.

¹⁷ Op cit. paragraph 1.66

¹⁸ Op cit. paragraph A14

¹⁹ Op cit. page 31

²⁰ Op cit. paragraph B14

²¹ Op cit. paragraph C39

3.3 North West Bicester Supplementary Planning Document (adopted February 2016)

The North West Bicester Supplementary Planning Document amplifies Policy Bicester 1 of the Local Plan Part 1. Under Development Requirement 5- Employment, it states that employment proposals for NW Bicester will be required to “support apprenticeship and training initiatives”. In Section 6 Delivery, the SPD states that “employment opportunities and facilities to support job creation providing a mix of uses and access to job opportunities” should be taken into account to deliver the masterplan vision through the submission of planning applications. It further states that contributions towards local employment, training and skills will be required through legal agreements from developers²².

3.4 NW Bicester Masterplan: Economic Strategy (March 2014)

In line with Section ET10 of the PPS1 Supplement and Policy Bicester 1 of the Cherwell Local Plan this Economic Strategy has been prepared by SQW on behalf of the promoters of the NW Bicester site to support the NW Bicester Masterplan. Figure 3-2 sets out the contribution the NW Bicester site will make to local economic objectives. It states that “NW Bicester will support the expansion of education and training opportunities in Bicester by increasing demand and the sponsorship of apprenticeships, for example in eco construction”. It notes that NW Bicester will create a long term (20+ year) demand for local skills relating to eco construction.

3.5 Paragraph 5.6 of the Economic Strategy states that “training programmes, including apprenticeships, will be provided to ensure local residents and firms can acquire the necessary skills for NW Bicester, but that these skills will also be in increasing demand elsewhere as construction standards improve and retrofit programmes are rolled out”.

3.6 Finally, Table 6-1 Economic Development Action Plan consolidates all of the above statements by setting out that OCC and CDC will develop a Bicester wide apprenticeship strategy for all the development in Bicester of which NW Bicester is a part. It further states that apprenticeship schemes will be agreed with developers, the local colleges and other suitable local training providers.

4.0 How this Guidance will be applied

4.1 Approach

Cherwell Council will seek to apply this Guidance across its entire administrative area. It will seek the provision of a stated target number of new construction apprenticeships (or apprenticeship starts) as part of a required Employment, Skills and Training Plan (ESTP) for each proposal for new development, to be secured via S106 agreement as explained in paragraph 2.3 above. CDC is keen that the submission of ESTPs should not be unduly onerous for developers, hence an ESTP framework is provided for information at Appendix A to this Document. This can be reproduced by developers and completed by filling in the relevant numbers.

4.2 This Guidance will apply to the types of new development and subject to the thresholds set out in the table below. However if proposed developments fall below these thresholds but developers would still like to provide new construction apprenticeships, then the Council will

²² North West Bicester Supplementary Planning Document (adopted March 2016), page 54.

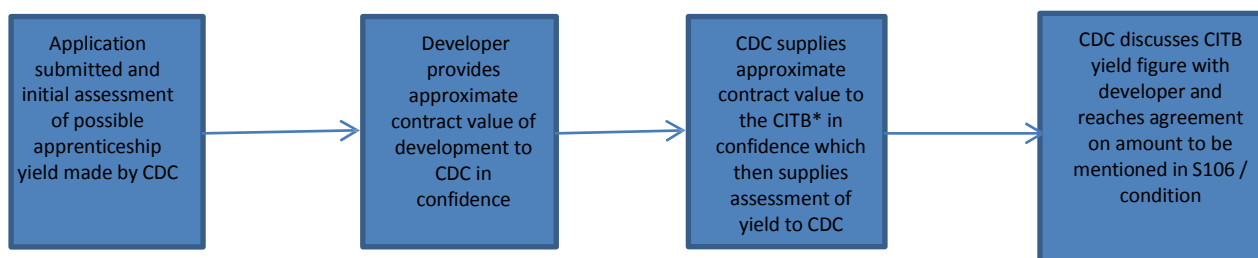
encourage and seek to support them in doing so. As the number of stated new apprenticeships will be expressed in planning obligations as a stated target to be achieved, if developers and / or their contractors are able and willing to exceed these, then the Council will encourage them to do so.

Type of Proposed New Development	Threshold	Indicative number of apprenticeships to be achieved
Housing (Use Class C3)	50 units	2.5 apprenticeships per 50 units
Non-residential uses	1000 sq m of floorspace	3 apprenticeships per 1000 sq m of floorspace
Utilities and highways infrastructure applications	None	Subject to discussion with developers on a case by case basis

4.3 In essence, while Cherwell District Council is keen to achieve an increase in new construction apprenticeship opportunities in the District through the planning system, it also considers that such arrangements need to be arrived at through discussion and agreement with developers, rather than imposed in a top-down fashion. It will be counter-productive if the numbers of construction apprenticeships required by CDC are unrealistic because they are actually unable to be achieved.

4.4 Process

The purpose of the information in the above table is to provide guidance for developers and will be the starting point in discussions with developers about the amount of apprenticeships each application could yield. This is because the Council understands that each site’s circumstances will vary and that apprenticeship yield largely relates to development cost / contract value. CDC envisages the approach to agreeing the apprenticeship yield from each relevant application could follow the process such as the one set out in the diagram below:



* CITB = Construction Industry Training Board

4.5 This process has already been piloted successfully with planning applications which form part of the NW Bicester development.

5.0 Approach to S106 Agreements

5.1 S106 Agreement Clauses

S106 agreements will require applicants (or their successors in title) to submit an Employment Skills and Training Plan in line with the specimen framework attached to the

agreement (and included as Annex A of this document) before implementation of the development. S106 agreements will require this to be approved by CDC in writing prior to implementation and for the applicants (or successors in title) to be guided by the contents.

- 5.2 S106 agreements will also require that the ESTP sets out the arrangements by which the applicants will provide the stated target number of agreed construction (and related trades) apprenticeships and will support the applicant to use The Apprenticeship and Training Company Ltd or other equivalent approach. Apprenticeship Training Agencies (ATAs) are organisations that directly employ apprentices and operate as the apprentice's day-to-day workplace manager. They coordinate the apprentice's training and pay the associated training costs. The host employer (i.e. where the apprentice will have his/her on-site placement) pays a fee which covers the cost of their salary (which will be at least the National Minimum Wage Rate), plus a management fee to cover the ATA's costs (which includes HR and payroll provision and the management of the off-site training provision). Therefore ATAs support businesses who want to take on apprentices by dealing with the administration associated with hiring or employing an apprentice. Appendix B of this Guidance provides further information about The Apprenticeship and Training Company Ltd (to be finalised).
- 5.3 S106 agreements will require that all of the apprenticeship opportunities secured through these means are initially advertised within the administrative area of the District Council and if there are no such suitable persons, to people residing in Oxfordshire and then the surrounding locality (e.g. Milton Keynes, Aylesbury, Northamptonshire).

6.0 Conclusion

- 6.1 Increasing the number of new apprenticeships in England is a high profile Government objective. Cherwell District Council supports this aspiration. The amount of new development taking place in the District over the next 20 years or so, coupled with the evidenced shortage of construction skills provides both an incentive and opportunity to secure the provision of new construction related apprenticeships through the land use planning system. Although the national planning policy guidance does not refer to apprenticeships specifically, it makes it clear that it is the business of the planning system to promote and support economic growth through the provision of jobs and that significant weight should be attached to the need for the planning system to support sustainable economic growth.
- 6.2 The Cherwell District Council Local Plan Part 1 as well as CDC's Economic Strategy contain strategic aspirations relating to the need to support an increase in skills and training within the District. These are expressed in more detail in Local Plan Policy Bicester 1 and the NW Bicester Eco Town SPD which both specifically refer to the need for an economic strategy to support NW Bicester and that it should contain provisions to support apprenticeship and training initiatives - which it does so. This guidance anticipates the further detailed policy approach to be contained in Local Plan Part II which will relate to new development sites across the District.
- 6.3 CDC is anticipating that developers will generally support the approach being promoted in this Guidance as an important and progressive initiative designed both to increase the number of local skilled construction operatives available to support the building industry, as well as promoting the construction trades generally as a valuable future career path for young people.

Appendix 14: Community Safety/ CCTV Provision

Table 1: Levels of Contribution Sought

Priority	Level of Contribution
Priority 1	Seeking on-site provision of an appropriate number of CCTV cameras to monitor areas considered to be of high risk.
Priority 2	Relevant permissions to erect infrastructure, such as aerials, to facilitate transmission of images.
Priority 3	To install ducting to facilitate self-provide fibres
Priority 4	Where predominantly retail to contribute an agreed sum to monitoring and maintenance.
Priority 5	New development will be expected to contribute towards the provision of additional on-site infrastructure for at least a period of 10 years.

Crime impacts all development, however, retail and evening leisure uses usually have the greatest impact. Table 2 illustrates the measures likely to be considered appropriate for the type of development proposed.

Table 2:

Development Type	Priority/ Measure
Large Retail	1,2,3,4,5
Drinking Establishments	1,2
Nightclubs	1,2
Hot Food Takeaway	1,2
Local Retail	1,2,3
Large scale public open space	1,2,3

Table 2 is indicative only. Developments may include all, or only part of these elements. Specific requirements are therefore subject to negotiation following impact assessments by the police and partners.

Table 3: Guidance on Costs

Priority	Level of Contribution	Costs
Priority 1	Seeking on-site provision of an appropriate amount of CCTV cameras sufficient to monitor areas considered by police and partners to be of high risk as part of new development.	Cameras = £3,000 approx. This includes brackets and aerials
Priority 2	Relevant permissions to erect infrastructure such as aerials	Subject to planning permissions

	to facilitate transmission of images.	
Priority 3	To install ducting to facilitate self-provide fibres	Insignificant as ducting can be provided early in the construction process.
Priority 4	Where predominantly retail to contribute an agreed sum to monitoring and maintenance	Monitoring can range from £1,000 to £2000 per camera per annum. Where there are a large number of cameras the fee is negotiable. Maintenance would be approximately £300 per camera per annum.
Priority 5	New development will be expected to contribute towards the provision of additional onsite infrastructure for at least a period of 10 years.	The longevity of the provision is dependent upon the figures in Priority 4 being extended for at least 10 years.

APPENDIX 15: Health & Wellbeing – Calculation of Contributions

The following calculations are based on the formula and approach adopted by Oxfordshire Clinical Commissioning Group in July 2017.

Calculation of cost = occupancy x number of units in the development x £360 (as set out in the table below)

Size of Unit	Occupancy Assumptions based on size of unit	Health need/sum requested per unit
1 bed unit	1.4 persons	£504 per 1 bed unit
2 bed unit	2.0 persons	£720 per 2 bed unit
3 bed unit	2.8 persons	£1,008 per 3 bed unit
4 bed unit	3.5 persons	£1,260 per 4 bed unit
5 bed unit	4.8 persons	£1,728 per 5 bed unit

Where the unit sizes are not specified (ie in outline applications) an average occupancy of 2.4 persons will be used to indicate the initial costs required until such time as the size of units are confirmed.

Indicative square meterage calculations historically used to determine the core General medical Services (GMS) space required for a practice.

No. of patients	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	20,000
Type of Premises	A	A	B	B	B	B	B	B	B
Gross Internal Area Allowance (sqm)	199	333	500	667	833	916	1,000	1,083	1,250

Type A assumes a single storey premises

Type B assumes a two storey premises with one staircase and one lift

Source: NHS Property Services Demand Assessment Tool

Appendix 16: Guide to Funding Mechanisms by Infrastructure Type

NOTE: The Council is not currently (October 2017) proceeding with the introduction of a CIL Charging Schedule. This table therefore only gives an indication of the appropriate funding mechanisms *should* the Council adopt CIL in the future.

Type	CIL	S106	Condition	S278
Housing				
Affordable Housing		✓		
Commuted offsite payments for the provision of affordable housing		✓		
Extra Care Housing		✓		
Transport (includes PRow)				
Site specific Highway and Access Impacts		✓		✓
Non-site specific Highway improvements	✓	✓		
Site specific sustainable transport		✓		✓
Non-site specific sustainable transport	✓	✓		
Highways Depots	✓			
Education				
On site Education (Primary, Secondary, 6 th Form, Special Educational Needs)		✓		
Education (Primary, Secondary, 6 th Form, Special Educational Needs)	✓	✓		
Onsite early years and childcare provision		✓		
Early years and childcare provision	✓	✓		
Skills and Training				
Apprenticeships		✓	✓	
Utilities				
Sustainable Urban Drainage Systems		✓	✓	
On site provision of Refuse bins, recycling banks/'bring in' sites		✓	✓	
Off-site provision of Recycling banks/'bring in' sites	✓			
Strategic Waste Management (WRC)	✓	✓		
Strategic Flood Defence	✓	✓	✓	
Enhancements to the sewerage network beyond that covered by the Water Industry Act and sewerage undertakers (*)	✓		✓	
Fire and Rescue	✓	✓		
Community safety and policing				
Onsite provision of community safety and policing infrastructure		✓		
Off-site Community safety and policing infrastructure	✓			
Health				

Type	CIL	S106	Condition	S278
Onsite provision of health infrastructure		✓		
Off-site provision of health infrastructure	✓			
Air Quality				
Measures during construction of new development including dust control, site monitoring and plan emissions		✓	✓	
Measures for implementation of the Air Quality Action Plan	✓	✓	✓	
Indoor sport, recreation and community facilities				
Onsite Community centre/hub		✓		
Offsite Community centre/hub	✓			
Community Development Funding	✓	✓		
Site specific Indoor Sports		✓		
Indoor Sports	✓	✓		
Integrated Youth Support Service	✓			
Libraries	✓	✓		
Day care Provision for the Elderly	✓			
Adult Learning	✓	✓		
Museum Resource Centre (MRC)	✓	✓		
Open space recreation and Biodiversity				
Site specific Open space, play space, outdoor sport, allotments, recreation and landscaping		✓		
Country parks, open space, play space, outdoor sport, allotments, recreation and landscaping	✓	✓		
Cemeteries	✓	✓		
Onsite Nature Conservation and Biodiversity		✓	✓	
Nature Conservation and Biodiversity	✓	✓		
Sustainable Construction		✓	✓	
Public Realm				
Site specific Public Art & Public Realm		✓	✓	
Heritage				
Archaeology			✓	
Heritage-related projects	✓	✓		

Housing and Growth Deal Delivery Plan

THIS DOCUMENT IS OXFORDSHIRE’S PROPOSAL TO GOVERNMENT FOR THE MANAGEMENT, DELIVERY AND GOVERNANCE OF THE OXFORDSHIRE HOUSING AND GROWTH DEAL

**This document is a working draft and has not been agreed
by HM Government or Oxfordshire Partners**

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1 Overview

1.1 INTRODUCTION

- 1.1.1 Following the announcement of the Oxfordshire Housing and Growth Deal at Budget 2017, and the memorandum of understanding between local partners and Her Majesty's Government (HMG), Oxfordshire is required to produce a realistic Housing and Growth Deal delivery plan (HGDDP) by mid-February 2018.
- 1.1.2 This HGDDP will need to be agreed with HM Government (HMG), and should demonstrate how Government money provided through the Deal will be spent in accordance with value for money requirements, to help meet Oxfordshire's ambition to plan for and support the delivery of 100,000 homes by 2031.
- 1.1.3 Oxfordshire is a thriving economy, strategically located within the South-East, close to London, and anchoring the Oxford-Milton Keynes-Cambridge Growth Corridor.
- 1.1.4 Since the recession of the last decade, our cumulative growth has been higher than any other local area. Our total economic output is around £22bn a year, meaning economic output per capita is among the highest in the UK, and we make a significant net contribution to the exchequer.
- 1.1.5 This success brings with it challenges – not least housing affordability with Oxfordshire the 5th least affordable housing market in the country relative to earnings, with median prices to median earnings ratio of over 10, but also recruitment, transport congestion, and pressure on other physical and social infrastructure.
- 1.1.6 Oxfordshire's six local authorities, together with OxLEP, are working together on an ambitious, comprehensive and integrated approach to addressing our housing, infrastructure and economic challenges to deliver the potential of our world class knowledge economy and high quality sustainable development across the County.
- 1.1.7 This is reflected in the strong collaborative approach at the heart of the Oxfordshire Growth Board: a joint committee of the six local authorities, together with key strategic partners - including Oxfordshire's two universities and OxLEP - set up to facilitate and enable joint working on economic development, strategic planning and growth, including housing.
- 1.1.8 Work undertaken by the Oxfordshire Growth Board and OxLEP has resulted in the development of an ambitious Strategic Economic Plan, alongside an extensive assessment and ranking project, taking in all of the infrastructure development required to support Oxfordshire's expected growth to 2040 (Oxfordshire Infrastructure Strategy - OxIS).
- 1.1.9 Oxfordshire has engaged actively with opportunities to secure local and national funding to rise to this challenge, through the 2013 City Deal process, Local Growth Fund, developer contributions, current bids to the Housing Infrastructure Fund and through this Deal.

1.2 THE CURRENT DEAL

- 1.2.1 Following extensive engagement with HMG who recognise both the challenges and opportunities faced by Oxfordshire, the Chancellor and Secretary of State for Communities and Local Government announced on 22 November 2017 that Oxfordshire would receive up to £215m of new funding in order to support Oxfordshire’s ambition to plan for and support the delivery of 100,000 homes by 2031. £150m of this funding focuses on infrastructure delivery, £60m on additional affordable housing, and £5m capacity funding for the costs of delivering on the agreement.
- 1.2.2 The Deal also includes commitment from Government and local partners to work together to boost productivity through a number of measures including the development of an Oxfordshire Local Industrial Strategy, supporting local business growth, and addressing skills gaps.
- 1.2.3 This deal will be underpinned by the development of an Oxfordshire Joint Statutory Spatial Plan (JSSP), building on the existing Local Plans, the Oxfordshire Infrastructure Strategy and Oxfordshire Local Transport Plan. The JSSP will set the strategic long-term direction for planning. It will also build on the extensive assessment of the infrastructure development required to support growth in housing and the economy expected over the next 25 years. Key objectives are to clarify the countywide growth picture and explore greater opportunities to engage in collective decision making, and to avoid incremental, speculative and unplanned development.
- 1.2.4 In addition to the deal, wider work is being undertaken by local and national partners, including around strategic road and rail infrastructure, productivity improvement, land assembly, and the wider Oxford-Milton Keynes-Cambridge corridor.
- 1.2.5 The ambitious and comprehensive investment programme will help deliver sustainable development with a focus on quality of place and more affordable housing. It will be overseen by the Oxfordshire Growth Board, working in partnership with Homes England, Highways England, Network Rail and other partners.
- 1.2.6 Oxfordshire partners and Government view this deal as a positive first stage in an on-going partnership to pursue a comprehensive approach to deliver housing and economic growth and will also continue to work together to explore opportunities arising from investment in the Cambridge-Milton Keynes-Oxford corridor and other funding streams.

1.3 HEADLINE COMMITMENTS

- 1.3.1 Oxfordshire and the Government have made specific commitments in the Outline Agreement.
- 1.3.2 Oxfordshire commits to:
 - Plan for and support the delivery of 100,000 new homes between 2011 - 2031 - backed up with a credible plan for delivery outlining interim milestones and targets and agreed with Homes England and Government

- The submission and adoption, subject to the examination process, of a Joint Statutory Spatial Plan (JSSP) covering all five districts, by 2021, and submission of the current suite of Oxfordshire Local Plans
- Work with government to explore further opportunities to drive innovation in partnership, design and construction
- Work to secure additional public and private funding to plan for and support delivery of 100,000 homes by 2031
- Consider the introduction of a Strategic Infrastructure Tariff

1.3.3 Government commits to:

- Provide Oxfordshire with up to £215m funding
- Explore options for time-limited planning freedoms and flexibilities (subject to consultation where appropriate)
- Support for encouraging more private sector investment in Oxfordshire as an area with high economic potential
- Future collaboration to break down barriers to housing delivery

1.3.4 Government and Oxfordshire agree to continue working together to accelerate economic growth and boost productivity by:

- Developing an ambitious Local Industrial Strategy with a long- term vision for growth.
- Developing the Oxfordshire Growth Hub (with continued Government funding) to deliver quality driven targeted support, sector advice to increase SME market penetration and to accelerate scale-up of high growth companies.
- Identifying Oxfordshire's specific skills needs, and encouraging local providers to align their provision to address these needs.
- Supporting Oxfordshire's world-leading science and technology clusters by reviewing the options available to accelerate the decommissioning programme for the Harwell site by June 2018.
- Building on Oxfordshire's strong international profile to investigate measures to boost inward investment and exports.

2 Infrastructure Fund and Programme

2.1 WORKSTREAM OVERVIEW

- 2.1.1 Government will provide Oxfordshire with £150 million funding for transport and supporting infrastructure schemes to secure the delivery of priority housing and employment sites.
- 2.1.2 The focus of this workstream is to set out how the infrastructure funding provided by the Deal will support a programme of transport and related infrastructure schemes to support planned housing development in Oxfordshire over the next 5 years. Oxfordshire will identify an indicative pipeline of schemes and the locations and level of housing development each supports, including the total number of houses each site would provide.
- 2.1.3 The Infrastructure Delivery Programme reflects the greater level of certainty Oxfordshire have over the earlier years of the Deal, and will be set out in detail for Year 1, where the focus will be on local infrastructure schemes that are ready for, or close to delivery, with corresponding housing sites able to be realised. Accordingly, Years 2-5 of the Infrastructure Delivery Programme are indicative at this stage and require a degree of flexibility to ensure we maximise value for money throughout the delivery of the Deal, but will be agreed in the March of each year of the deal after Year 1, as above.
- 2.1.4 The balance of the Infrastructure Delivery Programme also recognises that, in Year 1 there will need to be a proportionally higher level of revenue funding spent on scheme design and approvals, to ensure projects for Years 2-5 have been fully and robustly developed, so that they are ready for construction.
- 2.1.5 The Infrastructure Delivery Programme has been developed jointly across all Oxfordshire authorities, building on already established processes (through the development of Local Plan Infrastructure Delivery Plans for example) and agreed priorities, as set out at an overall level in the recently Oxfordshire Growth Board approved OxIS.
- 2.1.6 In developing and refining the proposed Infrastructure Delivery Programme, a number of factors have been taken into consideration, including the ability of each scheme to support housing – and in Years 1 and 2 including projects which if they are built, will directly enable development to take place.
- 2.1.7 However, it is important to recognise that there is not always a clear and direct linear relationship between infrastructure schemes and housing development, with infrastructure (particularly strategic projects) frequently supporting more than one development site and, similarly, development sites requiring more than one piece of infrastructure to make them work and achieve outcomes. There is also a longer lead in time for major schemes and as a consequence housing delivery is likely to be skewed towards the later years of the Deal and beyond.

2.2 OUR APPROACH

- 2.2.1 Using the Housing and Growth Deal funding an Infrastructure Fund and Delivery Programme will be established to support Oxfordshire’s ambition to plan for and support the delivery of 100,000 homes by 2031. Although the £150m does not meet the full funding gap to deliver the infrastructure required to plan for and support the delivery of all 100,000 homes, it will help support the delivery of approximately 6,500 houses during the period of the Deal, and a total of up to 14,000 by 2031. It will also establish an infrastructure fund that will lever in additional investment.
- 2.2.2 Using evidence from OxIS (that has been informed by the 5 Local Plan Infrastructure Delivery Plans) the Infrastructure Delivery Programme will focus on unlocking the housing planned for in current and emerging Local Plans. The overall Infrastructure Delivery Programme will be viewed as a package (and will include any successful Housing Infrastructure Fund bid(s)) allowing for flexibilities within the Deal period to ensure continued value for money and strategic fit across Oxfordshire.
- 2.2.3 The initial Infrastructure Delivery Programme was developed using the below approach:
- Year 1 programme informed by OxIS ranking assessed by:
 - Deliverability, in terms of: readiness / completion of design; consultation or approvals/permissions required;
 - Scheme design/options not yet complete – hence requirement for revenue funding first
 - Compulsory Purchase Orders, Side Road Orders, planning permission to be gained, including agreement with Highways England and/or Network Rail on schemes likely to have an impact on the national rail or Strategic Road Network – other legal processes to go through before a start onsite can be made
 - Value for Money – this will be determined through the HIF ‘Ready Reckoner’ tool¹
 - Strategic Fit as identified in OxIS and Local Plans
 - Interrelationship with other infrastructure proposals/schemes – including sequencing
 - Predicated Transport and other strategic outcomes, for example changes in trip patterns
 - Indicative Years 2 – Y5 programme informed by OxIS ranking and assess by:
 - Deliverability, in terms of: readiness / completion of design; consultation or approvals/permissions required
 - Value for Money – this will be determined through the ‘Ready Reckoner’
 - Strategic Fit as identified in OxIS and Local Plans
 - Interrelationship with other infrastructure proposals/schemes – including sequencing
 - Predicated Transport and other strategic outcomes, for example changes in trip patterns

¹ <https://www.gov.uk/government/publications/housing-infrastructure-fund>

- 2.2.4 The Year 1 Infrastructure Delivery Programme (including sites) will set out the schemes that could be funded or partially funded by the Housing and Growth Deal. This will be subject to Value for Money analysis using the HIF “ready reckoner” (see above) to confirm the Year 1 programme.
- 2.2.5 Years 2-5 require further assessment, therefore at this stage the Years 2-5 programme is indicative and will be developed in Quarter 1 and Quarter 2 of 2018/19 for approval by the Oxfordshire Growth Board in Quarter 3 in 2018/19, subsequent agreement with HMG and subsequent amendment of Oxfordshire County Council’s Capital Programme in Quarter 4 2018/19 (see governance section below).
- 2.2.6 The development of the Infrastructure Delivery Programme will be supported by Homes England providing advice on infrastructure and associated sites suitable for early delivery and support in the development of the overall programme to ensure continued focus on housing [and employment] delivery.
- 2.2.7 Assumptions made within the Infrastructure Delivery Programme include:
- Capital/revenue split is skewed towards revenue the earlier years of the Deal to allow for feasibility work to take place on schemes that will deliver in later years
 - The overall capital/revenue split will be 90:10 to reflect the upfront revenue costs for the early stages of scheme development
 - Successful Housing Infrastructure Fund for Didcot Garden Town, if bid is unsuccessful the infrastructure programme will be redesigned
 - Funding from the Deal will be presented within the context of other funding to avoid double counting
 - Management of overlap where an infrastructure funded site has an affordable housing component will be captured
 - Support from HMG for greater dialogue with Ministry of Defence, Highways England, Network Rail, NHS, utilities companies as part of our strategic delivery pathway model
 - Mechanisms for ensuring high quality design and construction
 - Opportunities to leverage other investment (including private) through the deal will be taken advantage of including exploring the viability of a Strategic Infrastructure Tariff (SIT) that could capture the value up lift through the development process.
 - The value for money methodology will be kept under review during the Deal to ensure it is up to date. Any changes to this assessment methodology will be agreed with Homes England and The Ministry of Housing, Communities and Local Government (MHCLG) through the annual programme delivery approval process.

2.3 KEY DELIVERABLES

- 2.3.1 **Infrastructure Fund** will be used to forward fund infrastructure schemes that unlock housing and growth across Oxfordshire, in line with the priorities determined by the Oxfordshire Growth Board and subject to consideration of relevant policies in Local Plans, the emerging JSSP and any necessary consents, including planning permission. Funding streams will include Housing Infrastructure Fund, Growth Deal funding, and locally raised funding including opportunities for private investment and potentially a Strategic Infrastructure Tariff. Funding raised locally, through development of the Infrastructure Fund, will be paid back into the fund to reinvest in further projects and is therefore likely to have greater longevity beyond the Deal itself.
- 2.3.2 **Infrastructure Delivery Programme** funded by the £150m Deal funding up to 2022/23, including the identification of sites for infrastructure and housing, highlighting their interdependencies. This will include:
- Priority schemes identified for Year 1.
 - Indicative schemes identified for Year 2 - 5
 - Demonstrable linkage to housing trajectory and release of site(s) for development i.e. predicted trajectory with and without the Deal showing added value of the Deal
- 2.3.3 **OxIS** reviewed and updated in years 2 and 4 providing up to date data on infrastructure and growth requirements for the county.
- 2.3.4 **Strategic Infrastructure Tariff (SIT)** – Oxfordshire partners will explore the appropriateness of a SIT for Oxfordshire and conduct a viability assessment (by April 2019)

2.4 TARGETS AND TRAJECTORIES

- 2.4.1 Table 1 provides an overview of the projected housing delivery for Deal period. These predicted trajectories demonstrate the capacity of Oxfordshire to scale up its housing delivery as a result of the Housing and Growth Deal infrastructure funding.
- 2.4.2 The trajectories are informed by the annual monitoring reports (AMRs) of the local planning authorities. The AMR's assume not only the availability of infrastructure funding but also a smooth delivery process – negotiation with landowners, utility providers etc.
- 2.4.3 Local Plan sites and expected housing delivery have been mapped against potential infrastructure schemes in the emerging Housing and Infrastructure Delivery Programme to produce this trajectory.
- 2.4.4 As there are a number of 'non-infrastructure' considerations in both projecting and securing housing delivery, it is essential to manage risks for housing site delivery across the Oxfordshire Growth Board partners, in particular Homes England. Risks to these trajectories will be identified on a site-specific basis and jointly managed as part of the programme.
- 2.4.5 Unlocked housing as a result of the Deal (all schemes with potential to start in the 5-year Programme)' line reflects the housing delivery impact for Housing and Growth Deal schemes likely to be included in the 5-year programme.

Table 1 Homes secured through the Deal

	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	Cumulative difference over full 5- year period	By2031
Predicted trajectory excluding unfunded infrastructure	4,825	4,954	4,299	4,556	4,272	22,906	N/A
Predicted trajectory with the Deal	5,239	6,169	5954	6,379	5,714	29,455	N/A
Unlocked housing as a result of the Deal (all schemes with potential to start in 5Y Programme)	414	1,215	1,655	1,823	1,442	6,549	14,000

- 2.4.6 The majority of benefits in terms of housing delivery from new infrastructure will come in towards the later years of the Deal.
- 2.4.7 The Oxfordshire authorities will not directly build the homes which comprise the delivery figures released by the infrastructure fund, and exceptional circumstances beyond the Oxfordshire Partners' control - such as economic downturn, adverse market conditions or other uncontrollable factors- will be taken into account if they affect ability to achieve the milestones in full for each year.
- 2.4.8 The infrastructure unlocked through the Deal will also support the delivery of new homes beyond the Deal period (table above). It is estimated that the total housing enabled or unlocked by the Housing and Growth Deal will reach 14,000 new homes by 2031.
- 2.4.9 The actual trajectories for the programme will depend on the schemes selected. This will be completed for year 1 as ratified through the Oxfordshire Growth Board by March 2018 and subsequently for years 2 – 5 when the annual programme is agreed in March of each year.

2.5 SPEND PROFILE

- 2.5.1 In this context, it is important that the infrastructure element of the Infrastructure Delivery Programme is seen as a set of scenarios which together bring a collective infrastructure package that helps secure the overall housing development across Oxfordshire being committed to through this Deal. These scenarios enable development sites to be released - in many cases earlier - and to be built out more quickly, so that deal outcomes can be secured sooner. For Year 1, the scenarios comprise three broad categories of infrastructure provision:
- (i) New transport and related infrastructure projects, with a clear relationship to housing provision;
 - (ii) Front-funding for developed schemes that enable housing to be unblocked and / or accelerated;
 - (iii) Enabling infrastructure investment, which combined with categories (i) and (ii) provide an overall infrastructure network upgrade that supports the totality of the housing provision
- 2.5.2 The remainder of the 5-year programme set out in the Infrastructure Delivery Programme will also comprise a blend of infrastructure investment, but the balance between new, front-funded and enabling schemes is likely to change over time as more new projects come on stream.
- 2.5.3 The milestones will relate to key activities and commitments to secure the delivery of infrastructure and will be set out in the Infrastructure Delivery Programme, for Year 1 by March 2018, and years 2-5 will be approved by the Oxfordshire Growth Board by September 2018.

3 Joint Statutory Spatial Plan and Freedoms & Flexibilities

3.1 WORKSTREAM OVERVIEW

- 3.1.1 **Longer term strategic growth planning:** a new 2050 Joint Statutory Spatial Plan for Oxfordshire (JSSP), work to start in 2018, aligned to a new 2050 Transport vision and Local Industrial Strategy.
- 3.1.2 **Freedoms and Flexibilities:** a package of time-limited planning flexibilities to enable the submission of the current suite of Oxfordshire Local Plans on the current evidential basis, ensure that the Oxfordshire housing land supply position is not undermined, and to adjust the housing delivery test.
- 3.1.3 The Oxfordshire authorities are committed to planning to meet the 100,000 housing requirement for Oxfordshire set out by the Oxfordshire Strategic Housing Market Assessment (SHMA) by 2031. Local Plans are taking shape with adopted Local Plans in place in Cherwell and for Vale of White Horse which are being followed by partial reviews to address unmet housing need, a recently examined Plan in the case of West Oxfordshire, and new Local Plans underway for Oxford City and South Oxfordshire. This has led to a substantial release of land for new housing and employment. As a consequence, housing delivery in the last 3 years across the County has been more than double the delivery in the previous three-year period.
- 3.1.4 However, there is a need to look beyond the 2031/36 timescales of the adopted and emerging Local Plans in order to maximise the local, regional, national and global economic benefits which flow from the development of the Oxford– Milton Keynes – Cambridge Corridor and to secure longer term investment in strategic infrastructure to support growth. There is also a need to continue to raise housing delivery rates and bring forward the delivery of a portfolio of new strategic sites which will be undertaken through the JSSP and future Local Plan reviews.
- 3.1.5 In many parts of the County unplanned speculative development in relatively unsustainable locations is raising significant community concerns, contributing relatively little to infrastructure, and diverting planning resources away from the delivery of planned strategic sites. A framework of planning freedoms and flexibilities will allow the Councils to focus on plan preparation and proactive action on housing delivery.

3.2 OUR APPROACH

- The JSSP will provide a strategic framework for the long-term growth of Oxfordshire up to 2050
- The JSSP will be a statutory Development Plan Document covering the whole of Oxfordshire
- The JSSP will align to a new 2050 Transport vision and a new Local Industrial Strategy
- The JSSP will integrate with the higher-level framework to be developed for the Oxford – Milton Keynes - Cambridge Corridor
- The scope of the JSSP will be defined early in the process of preparation and there will be clarity on its relationship with individual Local Plans

- The preparation of the JSSP will be based upon the Government’s finalised housing need methodology and the implications of the Oxford – Milton Keynes - Cambridge Corridor
- Capacity funding will provide £2.5 million to support the preparation of the JSSP.
- There will be a collective approach to monitoring housing delivery across Oxfordshire, and this will include monitoring of development industry performance
- The Oxfordshire Growth Board will play an important role in accelerating housing delivery through targeted capacity support, affordable housing investment, infrastructure prioritisation, and other actions

DELIVERABLES

3.2.1 The Oxfordshire Deliverables and the Government Deliverables set out below are interdependent in that the agreed planning flexibilities will need to be in place for the JSSP milestones to be met.

3.2.2 Oxon Deliverables Timetable:

- Principle of JSSP agreed through the Approval of Deal – January 2018
- Draft Oxfordshire-wide Statement of Common Ground - 31 March 2018 (To be reviewed if necessary to take account of revised NPPF/NPPG/consultation outcomes)
- Joint JSSP Project Board established to take forward JSSP under Section 28 – July 2018
- All Local Plans submitted for examination 1 April 2019
- Draft JSSP published for formal consultation - 30 October 2019
- Submission of JSSP - 31 March 2020
- JSSP Adoption (subject to examination.) 31 March 2021

3.2.3 Government deliverables: **Planning flexibilities to support transition to JSSP**

- Land Supply requirements - for the duration of the development (from commencement of s 28 process to adoption) of the JSSP a 3-year land supply will be applied in Oxfordshire, subject to local consultation.
- Bespoke Housing Delivery Test measures for Oxfordshire will apply for 3 years following submission of the JSSP. Subject to the outcome of the White Paper consultation, the rates for November 2018 and November 2019, which are 25% and 45%, and which trigger the presumption in favour of sustainable development would remain as set nationally, but the figure from November 2020 would be a bespoke Oxfordshire figure subject to the submission of the JSSP by March 2020. MHCLG will work with Oxfordshire Districts to agree the levels for the bespoke delivery test for local consultation (see below).
- Application of these arrangements within national planning guidance will require changes through a formal process to secure the flexibilities set out above. MHCLG officials will make the necessary arrangements for this. The agreement of the deal set out in this document depends on these flexibilities being achieved.
- The milestones attached to the work on the JSSP are contingent on securing the planning flexibilities outlined above and Government will seek

to have these in place by the July JSSP milestone of creating a JSSP project Board to begin the S28 process. Oxfordshire will review the availability of necessary planning freedoms and flexibilities, at its July 2018 Growth Board meeting. Should the review of JSSP progress result in changes to the milestones of the JSSP work, this will be without prejudice to the remainder of the Deal and the Oxfordshire partners shall not be liable for clawback of any capacity funding incurred on the JSSP up to that stage.

- MHCLG support the completion of the current suite of Oxfordshire Local Plans and recognise this is required to enable Oxfordshire to meet the Deal commitment of submitting Local Plans by 1st April 2019. Their intention (as set out in the recent white paper) is to amend planning guidance so that where a plan is based on an assessment of local housing need in excess of that which the standard method would provide, then the working assumption is that the approach adopted would be sound unless there are compelling reasons to indicate otherwise. As the assessments of housing need in Oxfordshire Local Plans based on the 2014 Strategic Housing Market Assessment are higher than the Local Housing Need figures, they could be used, subject to an appropriate update, as a basis for any local plans that will be submitted for examination, prior to the adoption of the JSSP. The existing arrangements which allow Local Plans to set housing requirements at a lower figure based on capacity or policy constraints will continue to operate.

4 Housing and Affordable Housing

4.1 WORKSTREAM OVERVIEW

- 4.1.1 The focus of this workstream is on the work that Oxfordshire partners will do to support increased housing delivery through the deployment of the affordable housing fund. This is within the context of the partners' ambition to support and plan for the delivery of 100,000 homes by 2031 - with particular emphasis on the period 2018 – 2021.
- 4.1.2 For affordable housing provision our ambition is to deliver a responsive range and mix of affordable housing – including shared ownership and homes for affordable and social rent - to support the local economy and meet the needs of residents across the county.
- 4.1.3 It is proposed that the new homes will be provided across a range of tenures and through innovative new models of planning and delivery specific to Oxfordshire (for example through engagement with our Universities and health sectors). It is proposed that the new homes will be delivered on a range of land supply sources including public and private land, on former greenfield sites, brownfield land, in our garden towns and villages, in existing towns, villages and within Oxford City.

4.2 OUR APPROACH

- Increasing the pace of housing delivery but also ensuring high quality outcomes.
- New and enhanced relationships with sector stakeholders
- Better strategic co-ordination and alignment of the Delivery Pathway throughout Oxfordshire
- Mechanisms for ensuring high quality design and construction whilst investigating off-site construction and manufacturing models
- Delivery of schemes that will provide value for HMG, councils and communities
- Innovation in delivery and products
- Better partnership co-ordination between projects like One Public Estate that may free up land for affordable housing delivery
- Delivery of the homes required to maximise the economic potential of Oxfordshire
- Enhanced range of affordable housing offer across Oxfordshire

4.3 PRINCIPLES OF THE FUND

- 4.3.1 The £60m funding is intended to support a bespoke Oxfordshire-wide affordable housing delivery programme that will support delivery of at least 1320 affordable homes across a range of tenures to start on site by 2021.
- 4.3.2 The fund is in addition to the existing Homes England Affordable Homes Programme which is on-going and will continue alongside the fund (it is not intended to displace or duplicate funding)
- 4.3.3 Oxfordshire partners will use the funding to deliver a programme that capitalises on priorities and opportunities that the councils collectively identify which would include opportunities it opens up for new sites or increased delivery on sites not possible under other funding streams, maximise

opportunities arising from our One Public Estate programme and through development of new partnerships to meet affordability needs.

- 4.3.4 The programme will be delivered through a range of partners / vehicles including Local Housing Companies, Registered Providers, Special Purpose Vehicles and Oxford City Council (utilising its Housing Revenue Account) and other partnerships.
- 4.3.5 This will allow Oxfordshire to build on the innovative projects taking place to provide additional Affordable Housing beyond what is secured through S106 contributions. This includes working with the Universities to deliver sites that provide key worker housing alongside affordable homes such as the West Oxfordshire District Council’s project with Blenheim Estate, Cherwell District Council’s site specific Local Housing Company at Graven Hill Bicester, South Oxfordshire District Council’s Berinsfield and Didcot Gateway housing projects and the Vale of White Horse District Council’s North West Valley Park housing project.
- 4.3.6 Oxfordshire will build on these innovative projects taking place to provide Affordable Housing in addition to S106 affordable housing delivery contributions.
- 4.3.7 The Deal will ensure maximisation of wider benefits for housing delivery – e.g. by supporting low carbon Modern Methods of Construction for grant funded sites.
- 4.3.8 This could also offer the potential to develop new affordable housing products tailored to Oxfordshire’s context, developing on the work agreed in the Deal Delivery Plan

4.4 TRAJECTORY AND TARGETS

- 4.4.1 Oxfordshire has identified an indicative pipeline of sites which could deliver additional affordable units across the county.
- 4.4.1 These schemes have been identified on the basis that they can start on site by 2021, that they meet the strategic needs of the Oxfordshire Growth Board and that they offer added value.
- 4.4.2 From this Oxfordshire, has established a delivery trajectory of homes, an indicative tenure split and indicative average grant rates per tenure for the Fund.

Table 1

Tenure and Split	2018/19	2019/20	2020/21	Total starts on site by 2021	Average Grant per unit
Total	148	464	710	1322	
Social Rent	49	272	383	704	£55,000
Affordable Rent	67	124	199	390	£40,000
Shared ownership	32	68	128	229	£25,000

- 4.4.3 The Oxfordshire Growth Board commits to the delivery of these targets and to developing detailed delivery programme. This will allow flexibility to vary tenure split as long as the overall target number of homes is met or exceeded, the total fund amount is spent by 2021 and average grant per tenure rates remain consistent. It will also allow flexibility to take account of opportunities arising (for example, the City Council will bid for additional HRA borrowing flexibility from 2019 once details of this opportunity are made available).
- 4.4.4 Similarly, HMG agrees that future discussions surrounding relevant flexibilities may take place as these opportunities arise.
- 4.4.5 For year one, a detailed programme will be set out by 31 March 2018. The programme for years 2 and 3 will be worked up in detail by 30 September 2018.
- 4.4.6 The phasing of payment to deliver this programme will be linked to achievement of delivery targets. The details of the delivery targets to be used for payments will be mutually agreed by 31 March 2018 as part of the detailed site submission for year one.

4.5 PARAMETERS

Grant Flexibilities and tenants' rights

- 4.5.1 The exact detail around the flexibilities and the specific elements of tenants' rights and ownership are to be agreed as part of the detailed site submission for year one, by 31 March 2018.

Grant Protection

- 4.5.2 Grant from the Homes England Affordable Homes Programme, Recycled Capital Grant Fund or retained Right to Buy receipts cannot be used for a unit that receives investment from the Deal, unless an exception is agreed between HMG and Oxfordshire at a later date.
- 4.5.3 Grant Recovery: Capital gained from the Right to Buy and staircasing of relevant Deal grant funded units can be used for replacement affordable housing units.
- Tenure must abide by the Homes England 'priority uses' in the Capital Funding Guide, unless permission is received for alternative use from Homes England.
 - The calculation of recoverable grant is the same, per tenure, as in Capital Funding Guide, Chapter 7, Grant Recovery for a Registered Provider
 - This calculated amount must be reinvested by the Housing Deal fund into a replacement unit of Affordable Housing within 3 years of its receipt, after which date unspent receipts will need to be repaid to Homes England.
 - Administrative allowances from events leading to capital receipt are at the same level as Chapter 7, Section 3.2.2 of the Capital Funding Guide (or the relevant section of the Guide at the time of the event)
 - The net amount proceeds after the calculated recovery sum can be spent as the Programme Board sees fit
- 4.5.4 The use of assets already owned by Oxfordshire Councils or partners for development of additional affordable homes will not be considered grant when looking at average grant calculations per unit.

- 4.5.5 Unit changes by developing existing assets will be calculated as the net change in Affordable Housing, rather than completions.
- 4.5.6 In order to be state aid compliant, transfers of Public Land to private companies must take place at best value for the proposed use.
- 4.5.7 Where units are purchased from a developer in addition to agreed S106 levels, the S106 information must be inputted into monitoring documents as nil grant S106 contributions to evidence the additionality of grant use. These units will not be included in average grant rate calculations.

4.6 HOUSING DELIVERY AND INNOVATION

- 4.6.1 Through the Deal, Oxfordshire partners and government are committing to work together to explore further opportunities to drive innovation in partnership, design and construction. This will seek to build on opportunities arising from major developments including the Northern Development Arc, Garden Towns at Didcot and Bicester, the West Oxfordshire Garden Village and the enterprise zones.
- 4.6.2 This will include exploration of the following:
- Stimulating the development/scale up and supporting the growth of a localised off-site modular housing construction industry through research, business support, commissioning and direct intervention in the market.
 - Increasing supply and delivery options through housing companies, direct services organisations and bespoke arrangements that will support increased supply in Oxfordshire
 - Developing a partnership between Universities and Councils for joint procurement/delivery of high quality, low carbon modular housing through housing companies, direct services organisations and bespoke arrangements
 - Developing an Oxfordshire Delivery Pathway approach to underpin collaborative working to increase pace of planning processes, develop streamlined planning processes, additional capacity using capacity funding
 - Supporting for low and medium volume house builders to grow and new entrants to enter the market by offering small site opportunities
 - Exploring opportunities to link to the One Public Estate programme to bring forward housing supply on public sector land
 - Working with government on measures to increase the build out of sites, including engagement with the Letwin review.

4.7 DELIVERY FUND CRITERIA

- 4.7.1 This section sets out the principles by which the proposed indicative programme was appraised and provides the starting point by which the detailed future investment programme will be determined.
- **Added Value**
 - Ensuring delivery of affordable housing that is in addition to that already in the development pipeline
 - The ability of the investment to unlock stalled or new schemes
 - **Deliverability** - ability to start on site by March 2021

- **Affordability** – ability of the proposed scheme to address identified affordability needs. This will be reflected in the tenure mix of the scheme and its location within the County.
 - **Value for Money Assessment**- agreeing average subsidy per unit for each tenure type.
- 4.7.2 A review of the available information about development sites will be undertaken considering a number of factors broadly in line with the Homes England Affordable Housing Programme criteria.
- 4.7.3 Where appropriate, priority will be given to schemes that not only match the core criteria but also those that promote the SME construction industry within the County and engender development of skills within the local work force.
- 4.7.4 The Housing Delivery Programme criteria set out in this section have been used to generate the indicative pipeline. These criteria will be further refined by the Oxfordshire Growth Board before final investment decisions are taken.

4.8 RISKS AND DEPENDENCIES

- 4.8.1 There are risks associated with the availability of building materials, availability of labour, planning system-related delays and other unexpected site issues. The Oxfordshire Growth Board will be expected to produce and manage a programme risk register as well as individual project risk maps.
- 4.8.2 Oxfordshire Authorities have identified potential schemes that demonstrate the ability to deliver 1,320 additional new homes. The Oxfordshire Growth Board will continue to develop a long list of sites as a ‘buffer’ should some of the sites on the current list prove problematic to bring forward for whatever reason.

5 Productivity and Growth

5.1 WORKSTREAM OVERVIEW

- 5.1.1 Productivity is an integral component of the Deal. It is central to delivering the vision for accelerated economic growth across Oxfordshire. The commitments set out in the Deal's productivity strand aim to deliver the key objectives of the Government's Industrial Strategy - to create an economy that boosts productivity and earning power in Oxfordshire and throughout the UK.
- 5.1.2 The Industrial Strategy White Paper sets out the five foundations for productivity:
- Ideas – *the world's most innovative economy*
 - People – *good jobs and greater earning power for all*
 - Infrastructure – *a major upgrade to the UK's infrastructure*
 - Business Environment – *the best place to start and grow a business*
 - Places – *prosperous communities across the UK*
- 5.1.3 Alongside these foundations, the White Paper identifies four grand challenges which the UK must address and harness to put the country at the forefront of the industries of the future:
- Artificial intelligence & the data economy
 - Future of mobility
 - Clean growth
 - Ageing society
- 5.1.4 Commitments have been made in a number of inter-related areas (business support, skills, international trade etc.) and work within the framework of Oxfordshire's recently refreshed Strategic Economic Plan, Skills Strategy and Innovation Strategy. They have also been informed by the findings of the recent Science and Innovation Audit (Oxfordshire Transformative Technologies Alliance SIA). Together, these will also form the foundations for the development of a Local Industrial Strategy which can enable Oxfordshire to achieve and maximise its economic potential.

5.2 OXFORDSHIRE'S APPROACH

- 5.2.1 Accessing and attracting investment to sustain and develop global leadership in critical emerging sectors which will have both UK and international impact for trade and investment growth, as we leave the EU.
- 5.2.2 Working with business in shaping and informing the long term skills needs of the Oxfordshire economy through increased employer leadership and engagement in the skills system to set out priorities and ensure clearer alignment between skills provision and business requirements.
- 5.2.3 Building a pathway for young people to develop the skills needed to capture opportunities in the emerging growth sectors of Oxfordshire and facilitating social mobility for those at risk of social exclusion.

- 5.2.4 Investing in emerging critical sectors which provides for technology and digital convergence (and, therefore, greater synergies and spill over opportunities) which can best deliver early mover adoption to the UK.
- 5.2.5 Creating ‘places’ which can support the translation of ideas, knowledge and innovation into transforming how local communities, urban centres and business locations function and interact. This could be through ‘Living Labs’.
- 5.2.6 Investing in the innovation ecosystem of Oxfordshire to accelerate commercialisation and technology transfer of world class research into industry.

5.3 WORKSTREAM DELIVERABLES

- 5.3.1 Development of a Local Industrial Strategy, which will provide a long-term vision for growth (based on robust evidence), to raise productivity and earning power and increased co-operation between national government, the private sector, local leadership and key institutions in Oxfordshire.
- 5.3.2 A Growth Hub that effectively supports businesses across Oxfordshire with the potential and ambition for high growth, extending the breadth and depth of support to businesses and start-ups and working with the Scale Up Institute to develop a world class programme which accelerates the growth potential of high performing SMEs to scale up, boosting business productivity, employment and economic growth.
- 5.3.3 Oxfordshire will develop a world class investor programme to build on its already strong international profile, with the aim of boosting inward investment and increase trade and exports.
- 5.3.4 Oxfordshire will seek to develop a fully integrated vocational pathway for young people into critical emerging sectors. To align skills provision and business requirements, this will be developed through engagement of local employers.
- 5.3.5 An updated investment strategy, agreed across partners, for Oxfordshire Enterprise Zones and local growth projects that maximises the opportunities to use revenue from EZ business rates growth to support new targeted local business rates incentives.
- 5.3.6 Agreement on proposals to move forward early land remediation at Harwell to enable the Campus continues to grow creating more jobs, commercial and technical accommodation and infrastructure (including housing).
- 5.3.7 Oxfordshire will work with industry to explore how emerging and agreed sector deals could be aligned with local plans and investment.
- 5.3.8 The implementation plan to take forward these strands under the deal is attached at Appendix 2.

6 Connectivity (including Cambridge-Milton Keynes-Oxford Corridor)

6.1 OVERVIEW

- 6.1.1 The development of the growth deal for Oxfordshire needs to be seen in the context of the emerging Oxford-Milton Keynes-Cambridge corridor. It is one of the first critical blocks being supported by Government to give life to the wider vision of a strategic growth corridor which can leverage the world leading assets, knowledge and science base located across the area.
- 6.1.2 The National Infrastructure Commission published its recommendations in November 2017 to support the growth potential of the corridor through to 2050 encompassing investments for housing, the economy and key infrastructure.
- 6.1.3 The government recognises the need, highlighted by the NIC's report, to build up to 1 million new homes in the area by 2050 to maximise its economic potential, starting with a housing deal with Oxfordshire to support and plan for the delivery of 100,000 homes by 2031, and working with Central and Eastern sections on commitments in 2018.
- 6.1.4 The November 2017 budget recommitted to delivering the next stage of the East-West Rail project from Bicester to Bletchley and Bedford. We anticipate Government publishing its decision on the preferred corridor for the Oxford to Cambridge Expressway in Summer 2018.
- 6.1.5 A joint working approach has been set up between the Ministry of Housing, Communities and Local Government (MHCLG) and Department for Transport (DfT) within government with the aim of providing an aligned government voice and clarity about how the different strands of corridor work will fit together. A cross-departmental policy board will also be established to provide high level, strategic co-ordination and direction to the development of the corridor vision.
- 6.1.6 Iain Stewart MP is confirmed as the 'champion' for the corridor and the Oxfordshire Growth Board partners, as well as the rest of the corridor councils, LEP's and Universities have been invited to work with HMG to secure this ambition.
- 6.1.7 In addition to this OxLEP, together with SEMLEP, Thames Valley Buckinghamshire LEP and the Cambridgeshire MCA are working together in identifying key building blocks to which can bring scale to the economic ambition for the corridor. Initial areas of work include:
- the transformation of the High Performance Manufacturing Technology cluster
 - capitalising on the world leading potential of the life sciences sector, building on the recently published Life Sciences Sector Deal
 - developing the corridor's global capability in space and satellite applications technologies which includes the largest cluster of sector business in Europe

6.1.8 The next steps fall under a number of headings which Oxfordshire partners are and will continue to engage with:

- Development of long-term corridor vision
- Implementation of housing deals
- Expressions of interest for those wishing to promote new locally led-garden towns
- Rail – implementation of next steps commitments for East West Rail
- Corridor choice - Oxford – Cambridge Expressway
- Local industrial Strategies
- Land value capture reform
- Export growth and attracting international investment into business and infrastructure

7 Governance and Accountability

7.1 OXFORDSHIRE GROWTH BOARD

- 7.1.1 Once approved by the constituent authorities, delivery of the Deal will be overseen by the Oxfordshire Growth Board. The Growth Board is a statutory joint committee of the 6 Oxfordshire Local Authorities, OxLEP and key strategic partners².
- 7.1.2 The Oxfordshire Growth Board provides a well-established and formal partnership framework and structure, to facilitate and enable joint working on economic development, strategic planning and growth and to deliver cross boundary programmes of work within government timescales - including agreeing the detailed contents of specific priorities, plans, projects and programmes. This has included effective delivery of the City Deal and Local Growth Deals, the Strategic Economic Plan and apportionment of unmet need in compliance with the Duty to Cooperate.
- 7.1.3 The Oxfordshire Growth Board will make all decisions on the use of the Deal grant funding agreed by Government as well as other funding for the purposes of this deal.
- 7.1.4 Recommendations to the Oxfordshire Growth Board on funding decisions and reporting on programmes will come from officer programme groups, via the Executive Officer and Chief Executive Groups reporting into the Oxfordshire Growth Board.
- 7.1.5 The terms of reference for the Oxfordshire Growth Board will be reviewed and amended by April 2018 to include oversight of the delivery of the Deal, to include:
- Prioritisation and allocation of funding from the Deal and from the accountable body to the body responsible for delivery of projects;
 - To approve and monitor the implementation of a detailed work programme for delivery of the Deal (including infrastructure, affordable housing funding, and capacity funding)
 - Oversight of a productivity programme to be delivered by OxLEP
 - Oversight of the joint statutory spatial plan work programme (recognising that the draft plan will subject to examination and that the adoption of the plan will require decision by each constituent council at the end of the process)
 - Establishment of Workstream Governance Groups for Infrastructure Funding and Affordable Housing, and the establishment of a Joint Statutory Spatial Plan Project Board to guide the preparation of the JSSP.
- 7.1.6 Following the Oxfordshire Growth Board agreement of the work programmes, the resulting commitments to be undertaken by each authority for delivery of the Deal would be agreed by each of the constituent councils.

² The Oxfordshire Growth Board is a Joint Committee under s101 (5), 102 Local Government Act 1972 and s9EB Local Government Act 2000 and pursuant to the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.

7.2 ACCOUNTABLE BODY

- 7.2.1 The accountable body for the Oxfordshire Growth Board is Oxfordshire County Council which will provide Section 151 and Monitoring Officer roles to the Committee. In addition, if the County Council is successful in its Housing Infrastructure Fund (HIF) bid/s, this will enable all funding to be managed as an overall programme.
- 7.2.2 It is proposed that Oxfordshire County Council holds any unspent grant at the end of each financial year for use in the following financial year.
- 7.2.3 In terms of being the accountable body, this means that Oxfordshire County Council will:
- ensure funding is received from Government and return any funding to Government if required
 - hold the funds (including interest earned on sums held)
 - ensure recommendations to the Oxfordshire Growth Board on schemes to be funded are in accordance with grant conditions
 - pay out the funds to the body delivering schemes as agreed by the Oxfordshire Growth Board
 - ensure funding agreements are in place for the delivery of workstreams, including all councils and OxLEP
 - provide regular monitoring reports to the Oxfordshire Growth Board & MHCLG/Homes England
 - ensure the Oxfordshire Growth Board puts in place an agreement for how to deal with unspent grant that is required to be returned to Government
 - Ensure that the Oxfordshire Growth Board puts into place an agreement for how to deal with grant that has already been spent be is required to be repaid, if Government makes a decision to clawback funding for misuse of funds
 - where possible, use cash flow to allow the Oxfordshire Growth Board to agree schemes in excess of the grant funding expected for the year
- 7.2.4 For clarity, in terms of the accountable body status, Oxfordshire County Council:
- does not make decisions on use of the funding received
 - does not determine which schemes are undertaken
- 7.2.5 As set out in the Assurance Framework, An MoU will need to be put into place to manage financial risks amongst the constituent authorities for the Deal.
- 7.2.6 Housing delivery will be measured based on the Annual Monitoring Report processes for Local Plans. Following the completion of a financial year in March, an indicative figure will be reported by the end of the September of the subsequent financial year. A final figure will be reported by the end of December.
- 7.2.7 Oxfordshire Partners commit to developing a monitoring mechanism that measures performance against an agreed Value for Money threshold and takes account of houses directly attributable to the Deal. This will be developed during the course of the first year, and applied from Years 2 – 5 to better reflect progress against projected housing trajectory, providing MHCLG with assurance on the Value for Money the Deal is delivering.

7.3 INFRASTRUCTURE FUNDING PAYMENTS

- 7.3.1 The Infrastructure Delivery Programme will be managed by a Programme Board reporting to the Oxfordshire Growth Board. The Oxfordshire Growth Board will agree the 5-year programme on an annual basis receiving quarterly progress reports which will include escalated risks and issues. HMG and Homes England will be invited to any relevant progress meetings and will be sent copies of the quarterly progress reports.
- 7.3.2 Infrastructure Funding will be received from Government at the start of each financial year according to the profile outlined in the table below. This would take place once each annual programme has been agreed with Homes England.
- 7.3.3 Oxfordshire agree to work with Homes England and HMG to develop a detailed sites programme of Year 1 of the Infrastructure Delivery Programme and an indicative programme for Years 2 – 5 by 31 March 2018. More detailed assessment of the Years 2 – 5 of the programme, including a detailed plan for Year 2, will take place during Quarters 1-2 of 2018/19 for agreement with Homes England and MHCLG in September, followed by formal signoff by the Oxfordshire Growth Board in Quarter 3 of 2018/19. The following years will be approved through the same timetable. This will ensure the Infrastructure Delivery Programme has taken account of any changes required to reflect current market conditions.
- 7.3.4 With the exception of funding for 2018/19, payment will be received after 1 April each financial year. For 2018/19, an initial payment of £15m will be made during April 2018 with a further £15m during September 2018. This phasing is to ensure that targets can be achieved during the earlier stages of the Deal. Spend profiles will be agreed on an annual basis with Homes England., and will be monitored on a quarterly basis. It is proposed that any unspent funding at the end of each financial year is retained for use in the following financial year, subject to agreement with HMG.
- 7.3.5 The early years of the programme have a higher proportion of design and other revenue funding requirements. This is reflected in the weighting of the split towards revenue in Years 1 and 2 of the financial spend.

Year	Funding payments	Capital Split	Revenue Split
1 April 2018	£15m	£4m	£11m
1 September 2018	£15m	£15m	
1 April 2019	£30m	£26m	£4m
1 April 2020	£30m	£30m	
1 April 2021	£30m	£30m	
1 April 2020	£30m	£30m	
Total	£150m	£135m	£15m (10% of total)

7.4 AFFORDABLE HOUSING FUND

- 7.4.1 The fund will be managed by a Programme Board reporting to the Oxfordshire Growth Board. The Oxfordshire Growth Board will agree the programme on an annual basis with quarterly reports on progress.
- 7.4.2 A project team is required to be funded from strategic housing delivery element of the capacity fund and will be responsible for working with the Oxfordshire authorities to develop the delivery programme and enable sites to come forward. Responsibility for State Aid compliance will ultimately sit with the accountable body and the accountable body will advise on State Aid issues. The delivery bodies will, by way of the funding agreement, be required to provide evidence to demonstrate compliance with State Aid.
- 7.4.3 Oxfordshire partners will set out the process by which schemes will be assessed and funding decisions made by 31/03/18.
- 7.4.4 If there are opportunities which arise the Oxfordshire Growth Board can decide to review the programme to take advantage of those.
- 7.4.6 The phasing of payments for the affordable housing fund is as follows.

Year	Payment (£)
2018/19	£6.5m
2019/20	£21.5m
2020/21	£32m

- 7.4.5 Regular review points will be agreed with Homes England to review delivery against agreed programme and quarterly monitoring and assurance that there is differentiation / no displacement from Homes England programme funding. The information that will be used to monitor the programme is set out at Appendix 3.

7.5 JOINT STATUTORY SPATIAL PLAN

- 7.5.1 The JSSP will be prepared under Section 28 of the Planning and Compulsory Purchase Act 2004 which enables 2 or more local planning authorities to agree to prepare a joint Local Plan.
- 7.5.2 The Oxfordshire Growth Board will monitor progress on the JSSP, and approve its budget, reviewing the achievement of milestones as part of an annual review.
- 7.5.3 A Joint Statutory Spatial Plan Project Board will be established to guide the preparation of the JSSP.
- 7.5.4 The officer structure under the Oxfordshire Growth Board will be developed and will include a specific Project Team for the JSSP, and support for delivery.

7.6 PRODUCTIVITY

- 7.6.1 This element of the deal work will be led by OxLEP officers. Progress against the implementation plan will be reported quarterly to OxLEP Board and the Oxfordshire Growth Board.
- 7.6.2 Progress against the implementation plan will be reviewed at quarterly meetings between officers from OxLEP and the Department for Business, Energy and Industrial Strategy / Local Growth and Cities Unit.
- 7.6.3 In line with other elements of this deal, funding for the productivity workstream will be paid to Oxfordshire County Council as accountable body for the Oxfordshire Growth Board.

8 Capacity Funding

8.1 Government commit to up to £5m resource funding to boost capacity to get a joint plan in place and support housing delivery as follows:

Joint Statutory Spatial Plan	£2.5m
Housing Delivery	£1.5m
Feasibility Work	£1m

8.2 JOINT STATUTORY SPATIAL PLAN

8.2.1 Expected elements of the proposed deal will be for the Oxfordshire Authorities to submit a full suite of Local Plans by April 2019 and work towards a joint statutory spatial plan for submission by April 2020. This is an ambitious timescale for a lengthy and complex project and will require additional resources and capacity to deliver alongside work currently being undertaken on local plans across the Districts. The Oxfordshire JSSP would provide the means to pilot an approach to help inform government policy on strategic planning and result in learning that could be applied elsewhere in the Country.

8.2.2 The capacity requirements for the project fall into three main categories:

- The joint project team (including project management, planning policy expertise accommodation, IT support)
- Developing the evidence base including specialist consultant advice and expertise, legal advice and transport modelling
- Consultation, examination and adoption costs.

8.2.3 £2.5m capacity funding will support capacity for staff, specialist expertise and developing a joint evidence base, including transport modelling required for development of this new JSSP.

8.2.4 This funding will be used to help resource the activities that will facilitate the production of the statutory plan to the identified timescales and milestones to be completed for submission to Government for examination in March 2020³.

^{3 3} As noted earlier above (p13), in relation to the review of HMG deliverables July 2018

- 8.2.5 The proposed funding will support the establishment of a joint project team with project management and planning policy expertise. Capacity funding will also allow the development of a joint evidence base to support the plan.
- 8.2.6 The additional funding will enable work on the JSSP to be done in parallel with the submission of the current round of individual Local Plans which plan up to 2031 or 2036. This will allow the JSSP's ambitious timescales to be met.

8.3 STRATEGIC HOUSING DELIVERY

- 8.3.1 Delivery of the Deal will require us to plan for the challenge of bringing forward sites ranging from large development schemes at Garden Town and village scale, to ex-Ministry of Defence sites and new urban extensions. Our focus is not just on strategic planning but also on strategic delivery and developing innovative models of working with partners and the development industry to accelerate delivery of our housing commitments.
- 8.3.2 In addition, the capacity funding will support effective management, delivery and monitoring of the Affordable Housing Fund including programme management, financial and enabling support.
- 8.3.3 An increased role for councils in establishing new partnerships and the delivery of an ambitious affordable housing programme and strategic coordination of activity across the county will require additional capacity and resources within the planning, legal, property and housing delivery project teams.
- 8.3.4 The funding will support Oxfordshire partners' activity to increase supply and delivery options for affordable housing through local housing companies, direct services organisations and bespoke joint venture partnership arrangements and specialist housing models.
- 8.3.5 £1.5m capacity funding will be used to secure project management capacity and specialist expertise to support these delivery activities, including:
- Resourcing the Affordable Housing Fund programme management, finance and enabling support
 - Development Management Planners
 - Strategic Implementation planners
 - Urban Design specialists
 - Landscape design specialists
 - Additional Transport and Highways specialists
 - Strategic Housing/affordable housing delivery specialists
 - Surveying/Viability support
 - Drainage/Ecology/Sustainability specialists
 - Community development capacity
 - Dedicated consultation, engagement and communications resource and capacity
 - Additional legal support
 - Design Review and design support
 - Sector Investigations and advice to support development of local off-site construction approach

8.4 FEASIBILITY FUNDING

8.4.1 £1m of capacity funding will be used to support infrastructure feasibility investigations and testing. This will ensure on-going site supply investigations can be undertaken or, where opportunities for previously unanticipated sites comes forward, that there is funding for any feasibility investigations to be undertaken by the partners. This would include feasibility testing of non-OxIS sites and any other Infrastructure Delivery Programme costs.

8.4.2 In addition, we will update and maintain the OxIS to match new growth scenarios. OxIS provides all Oxfordshire partners with a detailed infrastructure framework that can be used to prioritise infrastructure investment and support future funding bids to secure investment in the infrastructure which it has identified. By being comprehensive, it provides Government and its Agencies a clearer insight into how infrastructure investment will support planned growth and provide a basis for future growth in Oxfordshire.

8.5 CAPACITY FUNDING PROFILE

8.5.1 The spending profile for the Capacity Fund is as follows:
3 Year Breakdown (£5.0m)

Capacity Funding	2017/18	2018/19	2019/20
JSSP (£2.5m)	£200,000	£1,200,000	£1,100,000
Strategic Delivery Capacity (£1.5m)	£200,000	£650,000	£650,000
Feasibility (£1m)	£110,000	£480,000	£410,000
Total Spend	£0.5m	£2.5m	£2m

8.5.2 It is proposed that this is paid to Oxfordshire County Council as a revenue grant to the following timescales:

January 2018/on agreement of delivery plan	£0.5m
1 April 2018	£2.5m
1 April 2019	£2m

9 Appendix 1 – LEP Delivery Table

Deal element	1. Local Industrial Strategy
Summary of outline deal agreement	Oxfordshire will begin the development of an ambitious local industrial strategy, alongside partners in the Cambridge-Milton Keynes-Oxford corridor. They will also develop a shared strategic vision for the CaMKOx with local partners across the corridor.
Outcomes	<ul style="list-style-type: none"> - A long-term vision for growth (based on robust evidence) to raise productivity and earning power. - Increased co-operation between national government, the private sector, local leadership and key institutions in Oxfordshire.
Milestones	By March 2019 – First wave of Local Industrial Strategies agreed.

Actions / Outputs				
	Oxfordshire Lead	HMG Lead	Timeline	Progress
A local industrial strategy for Oxfordshire				
Oxfordshire / HMT meeting to discuss the local industrial strategy process.	Nigel Tipple / Ahmed Goga	Kate Jones (BEIS)	January 2018	
A strategic vision for the corridor				
Oxfordshire / partners across the corridor / HMT meeting to discuss local industrial strategy process.	Nigel Tipple	Kate Jones (BEIS)	January 2018	In progress

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Deal element	2. Business Support
Summary of outline deal agreement	Government will work with Oxfordshire to develop their Growth Hub to deliver quality driven targeted support, sector advice to increase SME market penetration and to accelerate scale up of high growth companies. Government will continue to provide core funding to OxLEP for the Growth Hub until 2022.
Outcomes	- A Growth Hub that effectively supports scale-ups and those businesses with the potential and ambition for high growth, boosting business productivity and economic growth.
Milestones	- Jan 2018 - HMG will confirm the process for allocating core Growth Hub funding.

Actions / Outputs					
	Oxfordshire Lead		HMG Lead	Timeline	Progress
HMG will work with Oxfordshire's to develop its Growth Hub to support local businesses					
HMG and Oxfordshire to undertake a Growth Hub co-design planning session.	Nigel Tipple / Ahmed Goga		Karen Leigh (BEIS)	Jan/Feb 2018	

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Deal element	3. International Trade
Summary of outline deal agreement	Oxfordshire will work with the Department for International Trade to build on its already strong international profile, with the aim of boosting inward investment and exports. Oxfordshire will also work with local partners across the Cambridge-Milton Keynes-Oxfordshire corridor to develop this work.
Outcomes	- A strengthened service to attract inward investment in Oxfordshire
Milestones	March 2019 - Oxfordshire local industrial strategy finalised.

Actions / Outputs				
	Oxfordshire Lead	HMG Lead	Timeline	Progress
A programme to boost Oxfordshire's international profile.				
Oxfordshire / HMG meeting to discuss as part of the local industrial strategy process.	Sebastian Johnson	Richard Colley / Naisha Polaine / Ben Raby (DIT)	February/March 2019	

Deal element	4. Skills
Summary of outline deal agreement	As part of Oxfordshire's work to develop its local industrial strategy, DfE and Oxfordshire will work together to identify the specific skills needs that Oxfordshire faces, and encourage local providers to align their provision to address these needs.
Outcomes	- TBC
Milestones	March 2019 - Oxfordshire local industrial strategy finalised.

Actions / Outputs				
	Oxfordshire Lead	HMG Lead	Timeline	Progress
An analysis of the Oxfordshire's skills need and of support for Oxfordshire.				
TBC	Ahmed Goga / others?	Maria Meyer-Kelly (DfE) / Ben Dixon (MHCLG, C&LGU)	TBC	

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Deal element	5. Enterprise Zones
Summary of outline deal agreement	Government will continue to look at ways of attracting further investment and expansion of the Science Vale and Didcot Enterprise Zones.
Outcomes	<ul style="list-style-type: none"> - Government and local partners have agreed an updated investment strategy for the Enterprise Zone and local growth projects that maximises the opportunities to use revenue from EZ rates uplift to support targeted local business rates incentives. - Local partners, South Oxfordshire District Council and Vale of White Horse District Council, have a long-term strategy to use local business rates incentives and flexibilities to attract further investment.
Milestones	From April 2018 - Investment strategy and local rates policy

Actions / Outputs					
	Oxfordshire Lead		HMG Lead	Timeline	Progress
Review EZ investment strategy as part of the development of Oxfordshire's local industrial strategy					
Oxfordshire / HMG meeting to discuss as part of the local industrial strategy process.	Nigel Tipple / Goga	Ahmed	Ed Chapman (MHCLG) Kate Jones (BEIS)	March 2019	

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Deal element	6. Harwell Land Remediation
Summary of outline deal agreement	Government will review the options available to accelerate the decommissioning programme for the Harwell site by June 2018.
Outcomes	- Harwell continues to grow creating more jobs, commercial and technical accommodation and infrastructure (including housing).
Milestones	By June 2018 – options assessed to accelerate the Harwell decommissioning programme.

Actions / Outputs				
	Oxfordshire Lead	HMG Lead	Timeline	Progress
An assessment of the options to accelerate the Harwell decommissioning programme.				
First draft of business case		Steven Moss (UKEAEA) / Achilleas Mavrellis (BEIS)	January 2018	
Meeting with key stakeholders / HMG	Ahmed Goga / Harwell (TBC)	Jenny Scattergood / Achilleas Mavrellis (BEIS)	February / March 2018	
Submission to NDA		TBC (NDA) / Jenny Scattergood (BEIS)	April 2018	
Assessment of options to accelerate land remediation at Harwell.	Ahmed Goga / Harwell (TBC)	Jenny Scattergood / Achilleas Mavrellis (BEIS)	June 2018	

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Deal element	7. Sector Deals
Summary of outline deal agreement	<p>Oxfordshire will work with industry to explore how emerging sector deals could be coordinated with local plans and investment. Including on-going discussions with the following sectors:</p> <ul style="list-style-type: none"> • Creative Industries • Nuclear • Robotics & Autonomous Systems • Space <p>Government commits to exploring with Oxfordshire how the life sciences sector deal could further support the growth of Oxfordshire’s life sciences cluster.</p> <p>Oxfordshire will also have the opportunity to work with industry on further phases of any sector deals which complete an initial package.</p>
Outcomes	<ul style="list-style-type: none"> - Oxfordshire and industry identify a number of emerging and agreed sector deals could be aligned with local plans and investment. - Life sciences sector deal support the growth of Oxfordshire’s Life Science cluster.
Milestones	<ul style="list-style-type: none"> - TBC

Actions / Outputs				
	Oxfordshire Lead	HMG Lead	Timeline	Progress
Oxfordshire to work with industry to explore how agreed and emerging sector deals could be coordinated with local plans and investment.				
Engage with the Creative Industries policy and sector leads	Ahmed Goga	Helen Warren (DCMS) / Oliver Rooke (BEIS)	February / March [TBC]	
Engage with the Nuclear policy and sector leads	Ahmed Goga	Matthew Clarke (BEIS) / Joanne Leavesley (BEIS)	February / March [TBC]	
Engage with the Robotics & Autonomous Systems policy and sector leads	Ahmed Goga	Oscar Lee (BEIS) / Louis Barson and Yi Luo (BEIS)	February / March [TBC]	
Engage with the Space policy and sector leads	Ahmed Goga	Stuart Walters (BEIS) / Robert Waters (BEIS)	February / March [TBC]	
Government to explore how the life sciences sector deal could further support the growth of Oxfordshire’s life sciences cluster.				
Oxfordshire / HMG meeting to discuss as part of the industrial strategy	Ahmed Goga	Oscar Lee (BEIS) / Louisa Elias-Evans	February / March [TBC]	

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process				
Oxfordshire will work with industry on further phases of any sector deals which complete an initial package				
TBC	TBC	TBC	On-going	

11 Appendix 3 – Oxfordshire Housing and Growth Deal – Assurance Framework

11.1 PURPOSE OF THE ASSURANCE FRAMEWORK

11.1.1 This section sets out our Assurance Framework for the management of risks and explains the governance framework in place to support our operations and decision making. It is important that stakeholders are clear as to how decisions are made, projects are planned and resources are controlled and that is the purpose of the assurance framework.

11.1.2 The Oxfordshire Growth Board (OGB) is committed to developing and implementing an assurance framework that will provide a systematic and consistent delivery monitoring approach and this document will be used by the Board Partners, the officer Management Team, our accountable body and HM Government to identify, monitor and evaluate strategic risks to funded projects. An assurance framework is a structured means of identifying and mapping the main sources of assurance within the Oxfordshire Growth and Housing Deal and coordinating them to best effect. It also allows our accountable body, Oxfordshire County Council, to ensure we have adequate controls in place over the use of public funds and are complying with them.

11.1.3 The purpose of this document is to provide assurance to all involved in programme, project delivery and the management of strategic and operational issues, as well as all our stakeholders, that:

- governance is in place for delivering growth and housing deal programme through the Oxfordshire Growth Board delivery structures;
- effective programme and project management tools are being used to improve decision making;
- approved Financial Regulations and Schemes of Delegation are in place and are complied with;
- risks are captured according to agreed processes, are regularly monitored and reviewed to ensure the mitigation is effective;
- resources are appropriate which will allow the partners within the ambit of the implementation of the Oxfordshire Housing and Growth Deal to carry out their obligations effectively; and ensure that
- all members and partners are informed of all decisions and updates accordingly.

11.2 THE OXFORDSHIRE GROWTH BOARD

11.2.1 The Oxfordshire Growth Board is a joint committee of the six councils of Oxfordshire together with key strategic partners and OxLEP. It has been set up to facilitate and enable joint working on economic development, strategic planning and growth. It does this by overseeing the delivery of projects that the councils of Oxfordshire are seeking to deliver collaboratively in the fields of economic development and strategic planning. It also oversees all the projects agreed in the Oxfordshire Growth and Housing Deal, Oxfordshire City Deal and Local Growth Deals that fall to the councils, working collaboratively,

to deliver and has an overall responsibility to manage these programmes of work alongside OxLEP. Finally, it also exists to advise on matters of collective interest, seek agreement on local priorities and influence relevant local, regional and national bodies.

11.2.2 The Oxfordshire Growth Board meetings are open to the public, who are encouraged to participate, and all agendas and minutes publicly available via the web site.

11.3 THE OXFORDSHIRE GROWTH AND HOUSING DEAL

11.3.1 The key work strands and overall Deal delivery programme has been described in detail in this delivery document and do not need to be re-rehearsed here save for recognizing the key areas of activity under the deal:

- Infrastructure delivery
- Affordable Housing programme and accelerated housing delivery linked to infrastructure investment
- Joint Statutory Spatial Plan/Bespoke Planning Freedoms and Flexibilities
- Productivity

11.3.2 The assurance framework will be the mechanism and process for ensuring the oversight and reporting of performance against the delivery plan targets by the Oxfordshire partners.

11.4 METHODOLOGY FOR MANAGING AND MONITORING THE DEAL DELIVERY PROGRAMME

11.4.1 A strategic programme and project management approach will be used to manage the overall growth and housing deal programme on behalf of the OGB. This overall approach will be established upon formal agreement of the delivery plan and implemented in detail within individual workstreams over the initial months of the deal programme. A formal project and risk management approach will be followed for each programme and project

11.4.2 The delivery plan programme sets out the outcomes that the deal is seeking to deliver

11.5 METRICS FOR DEAL DELIVERY

11.5.1 The delivery plan sets out the metrics that will be monitored for each workstream area and reported on to give assurance that deal delivery is meeting performance expectations.

11.5.2 To ensure that the deal achieves its targets and represents value for money, government will hold Oxfordshire to account using three key measures:

- Finance committed to infrastructure projects - We expect Oxfordshire to spend the full £30m per annum investment on projects which will maximise delivery of new homes.

- New housing completions delivered via the infrastructure funding and housing starts for affordable homes - we expect the indicative milestones for housing completions/starts each year to be achieved.
- Progress towards a joint statutory spatial plan (JSSP) - Oxfordshire have committed to producing and adopting a JSSP covering all 5 district councils by 2021.

11.5.3 If this investment is not being spent for the agreed purposes, or is being spent inappropriately or not at all, government may seek to review future investment.

11.6 DEAL MILESTONES

11.6.1 The delivery targets assume delivery against the following trajectories for annual milestones. However, the Oxfordshire authorities will not directly build the homes which comprise the delivery figures released by the infrastructure fund, and exceptional circumstances beyond the Oxfordshire Partners' control - such as economic downturn, adverse market conditions or other uncontrollable factors - will be taken into account if they affect ability to achieve the milestones in full for each year.

11.6.2 The Deal's review and reporting schedule (see below) will ensure that progress is being monitored on a regular and sustained basis.

Year	JSSP progress		Homes built/starts on site	
	Action	Deadline	Homes built £150m flexible infra fund	Starts on site £60m affordable homes fund
18/19	Statement of common ground	1 April 2018	414	148
	Project board established	31 July 2018		
19/20	All local plans submitted for examination	1 April 2019	1,215	464
	Draft JSSP published for consultation	30 Oct 2019		
	Submission of JSSP	31 March 2020		
20/21	JSSP adopted, subject to examination	31 March 2021	1,655	710
21/22	JSSP now Adopted	n/a	1,823	n/a
22/23	JSSP now Adopted	n/a	1,442	n/a
TOTALS			6,549	1,322

11.7 HOMES ENGLAND’S ROLE

Homes England will be responsible for QA and analysis of the housing figures at both quarterly and annual review meetings. Oxfordshire will present a report to HMG before each meeting on progress/issues (exact format to be agreed between Homes England, HMG and Oxfordshire). Homes England will continue to sit on and attend the Oxfordshire Growth Board meetings And Executive Officer Group, and will be able to provide regular, informal feedback to HMG on the status of the deal, should it be required. Homes England will provide assurance to avoid any double counting – eg: homes delivered through the deal affordable housing fund, also being funded via existing government housing programmes such as HIF, AHP etc. - to avoid any reporting errors or duplication. Homes England would sit on the JSSP delivery board to offer support.

11.8 DEPARTMENT FOR TRANSPORT’S ROLE

DfT retain a keen interest in the development of the deal, due to their role in maintaining oversight of the strategic transport network and in the cumulative impact of works on transport networks. DfT will play an active role in the Homes England review meetings. Homes England will feed back on any relevant transport developments as part of their regular engagement on the deal. DfT will raise any issues with Homes England or MHCLG as they see fit.

11.9 PROCESS AND TIMINGS

- Annual review meetings for Oxfordshire, HE, MHCLG and DFT will be held each March from 2019 onwards (until 22/23) to review previous year and agree site specific locations for delivery in the next year.
- These meetings will be used to decide whether payments have been spent properly, and whether to release the next payment tranche.
- Additional quarterly meetings between Oxfordshire and HE will be held, to review progress on the JSSP, housing numbers and delivery on the affordable homes.
- Progress is monitored and funding released for the current financial year based on meeting the milestones for the previous year - e.g. March 2019 review will monitor Oxon against 18/19 targets.
- Generally, for the £150m infrastructure fund there will be one tranche of funding, to be released in early April, for the year ahead. In the first year of the deal (18/19) there will be two tranches of £15m, released in April and September 2018, dependent on progress of JSSP milestones (subject to Government deliverables being met).
- Funding will be contingent on targets as above – ie: appropriate annual investment spend; JSSP milestones achieved; housing delivered via infrastructure fund; affordable housing starts.
- Year 1 infrastructure funding (£30m for 18/19) will be released in April 2018, following the agreement of the Delivery Plan and a “light touch review” of Year

1 site information by Homes England, subject to that being supplied by Oxon partners.

- Tranche two, scheduled for September 2018, will be contingent on the completion of the two JSSP milestones for 18/19 (subject to Government deliverables being met).
- There will be a final annual review in 23/24 to ensure 22/23 figures have been met.
- Homes England will quality assure housing site information provided by Oxon partners. Details of that process will be agreed with Oxfordshire by April 2018.
- For future years Homes England will review the Delivery Plan during December/ January for the following financial year draw-down.
- Opportunities for evaluation should be explored between HMG, Oxfordshire, and Homes England.

11.10 POTENTIAL CONSEQUENCES OF MILESTONES NOT ACHIEVED

- Failure to achieve milestones will result in deal being reviewed and potentially further payments could be withheld.
- Should any council not approve the JSSP for submission, this may result in cancellation of subsequent stages of the deal (and cessation of further investment).
- Claw-back of funding will be in the event of financial mismanagement/inappropriate spending.

11.11 REVIEW AND REPORTING PERIODS/INTERVALS – ASSURANCE ON THE DELIVERY PLAN

- 11.11.1 The deal delivery programme will be reviewed every 6 months and the programme or any agreed revisions to it confirmed each year by the OGB. An annual report on overall deal delivery progress against the plan will be submitted to the OGB and then to HMG as part of the assurance process.
- 11.11.2 Performance reporting on the key workstreams will be established as part of the new governance arrangements for each workstream. Individual on-going workstream performance monitoring and reporting will be overseen by OGB and shared with HMG on an agreed frequency (6 monthly).

11.12 RISK REGISTERS

- 11.12.1 A strategic risk register will be prepared for the overall Growth Deal Programme. Separate risk registers will also be put in place and maintained for each workstream. Risk registers will be updated monthly. Reporting on performance and risks will be by agreed exception to the Oxfordshire Executive Officer Group and the OGB on not less than a quarterly basis.

11.13 GOVERNANCE OVER ASSURANCE REPORTING AND AUDITING

- 11.13.1 The OGB will be responsible for assurance reporting to HMG. Oxfordshire County Council as accountable body will have overall responsibility for the financial component of the annual assurance report. The OGB annual assurance report will be audited by Oxfordshire County Council's audit and assurance team.

11.14 CONFLICTS OF INTEREST

- 11.14.1 The OGB partner authorities all maintain policies on the declaration of conflicts of interest.

11.15 GIFTS AND HOSPITALITY

- 11.15.1 The OGB partner authorities maintain policies on the accepting and offering of gifts and hospitality.

11.16 FREEDOM OF INFORMATION

- 11.16.1 Information held by the OGB and the partners' work of delivering the Oxfordshire Growth and Housing Deal is (as applicable) subject to the Freedom of Information Act 2000, the Environmental Information Regulations 2004, and 2018 General Data Protection Regulations.

11.17 ANTI-FRAUD AND CORRUPTION/ANTI-BRIBERY

- 11.17.1 Dealing with public money requires the highest levels of financial probity and accountability. OGB through the accountable body (Oxfordshire County Council) and the relevant workstream delivery partner will maintain a robust system of financial control, monitoring and reporting to ensure transactions are transparent and scrutinised. Each partner has their own system of reporting any concerns in relation to financial transactions.

11.18 AUDIT AND ACCOUNTS

11.18.1 Due to the nature of the work that will be undertaken, the majority of the transactions relating to project work are carried out by OCC as our accountable body. Spend incurred by OCC and funds drawn down on behalf of OGB will be included in their annual statement of accounts, published by May each year.

11.19 RISK MANAGEMENT

11.19.1 All of the activities of OGB in taking forward the implementation of the Growth and Housing Deal are affected by risk to a greater or lesser degree, and it is the responsibility of the Board to ensure those risks are managed effectively.

11.19.2 The OGB is developing a risk management approach for all Growth and Housing Deal workstreams and will capture the risks at a strategic and operational level in risk registers. Risk registers will be agreed at the outset of project and programme initiation and an overall strategic risk register will be maintained by each workstream lead.

11.19.3 Whilst ultimately the OGB is responsible for the management of risk, the overall senior lead officer and workstream leads are responsible for ensuring the risk management process operates effectively. They will make sure operational risks are reviewed on a regular basis by the Deal Senior Management Team and the strategic risks are reviewed by the OGB. Any significant operational or strategic risks would be highlighted to the Board to ensure they remain fully informed.

11.19.4 A memorandum of understanding will be developed by the authorities participating in the Deal to set out arrangements and responsibilities between the authorities to manage financial risks in the event that one or more partners withdraw from the Deal; or targets are not achieved potentially resulting in future payments withheld. A dispute resolution process will also be set out. This agreement will be in place by 31 March 2018 before the first tranche of funding for infrastructure and affordable housing programmes are received.



DISTRICT COUNCIL
NORTH OXFORDSHIRE

Report
of the Independent and Parish
Remuneration Panel
on the Review of Members' Allowances for the
2018/2019 Financial Year

For

Cherwell District Council

December 2017

CHERWELL DISTRICT COUNCIL

REPORT OF THE INDEPENDENT AND PARISH REMUNERATION PANEL

REVIEW OF MEMBERS' ALLOWANCES FOR THE 2018/2019 FINANCIAL YEAR

1.0 Introduction

- 1.1 After considering the recommendations of this Panel, Cherwell District Council introduced a revised Scheme of Members' Allowances from 1 April 2017 whereby an increase of 1.25% was applied to the basic allowance, all special responsibility allowances and co-optee and Independent Persons allowances. In addition the special responsibility allowance payable to the Accounts, Audit and Risk Committee Chairman was increased to that of the Budget Planning Chairman. No changes to travel and subsistence allowances were made. This Scheme has remained in force throughout the 2017/18 financial year.
- 1.2 This report has been prepared in accordance with the provisions of the Local Authorities (Members' Allowances) (England) Regulations 2003 (as amended). It outlines the Panel's findings following a review of the District Council's current Allowance Scheme and its recommendations for 2018/19 in respect of:
- (a) the levels of basic and special responsibility allowances;
 - (b) the travelling, subsistence and dependent carers' allowances; and
 - (c) co-optees allowance.

2.0 The Independent Remuneration Panel

- 2.1 It was agreed by Council in November 2016 that the Panel should be increased in size from 5 to 7 members to ensure that sufficient members were available if required. Due to the passing of Mr Jim Flux MBE in February 2017, 3 new members were recruited to the Panel in November 2017.
- 2.2 The current membership of the Panel is:
- Ms Jeanette Baker
Mr Ray Everitt
Mrs Charlotte Green
Mr Andrew Hodges
Mr Stefan Robinson
Mr David Shelmerdine
Mr Christopher White
- 2.3 The Panel met on 7 December 2017 to consider and agree its recommendations for the 2018/19 financial year.

Mr Christopher White was appointed as Chairman of the Panel.

Mr David Shelmerdine sent his apologies.

Mr Christopher White declared an interest in Graven Hill Development Company.

2.4 Natasha Clark (Interim Democratic and Elections Manager) and Lesley Farrell (Democratic and Elections Officer) provided the Panel with administrative advice and support.

2.5 The Panel's findings are set out in this report, together with recommendations for consideration by Council.

3.0 Terms of Reference of the Panel

3.1 The Panel's terms of reference as originally agreed by the Council when it was first constituted (as amended by the 2003 Consolidating Regulations which relate to the determination of local schemes for travelling and subsistence allowances) are outlined in its reports dated 3 July 2001 and 4 July 2003.

3.2 The principal matters on which the Panel can make recommendations are:

- (a) the amount of basic allowance to be paid to all Members of the Council;
- (b) the elected member roles which should qualify, as they involve significant additional responsibilities, for Special Responsibility Allowance payments and the levels of those allowances;
- (c) the appropriateness, and the amounts to be paid in respect of the childcare and dependent carers' allowances;
- (d) the levels, and appropriateness, of travelling and subsistence allowances; and
- (e) the amount of the co-optees and independent persons (Standards) allowances to be paid.

4.0 The Panel's Adopted Approach

4.1 Since 2001, the Panel's approach has been that recommendations should be formulated appropriate to the circumstances of the Council, recognising that the roles of Executive and Non-Executive Members are now well-established.

4.2 The following underlying principles continue to form the fundamental basis of the Panel's review process:

- (a) the allowances should take account, as far as possible, of the amount of time taken by Members to fulfil their roles.

- (b) the scheme should ensure, as far as practical, that as wide a range of people as possible should be able to stand for election and that they should not be financially penalised in so doing. This, in turn, should increase the likelihood of an inclusive approach to Council services:
- (c) the levels of the allowances should not be treated as salary but rather as a level of 'compensation';
- (d) the original principle of the panel was that an element of Members' time in terms of their work as a Councillor should be treated as voluntary and therefore should not be remunerated – the principle of voluntary service were fully set out in paragraphs 9.4 and 9.5 of our July 2001 report; and it was agreed that this principle should continue.
- (e) the assumption that all Members will participate as fully as possible in Council business and play an active role in their Wards and that the importance of these mutually inclusive roles should be reflected in the level of the basic allowance
- (f) the reviewed scheme should take account of the payments included in the current scheme and any increases which might be recommended should be balanced against the interests of the Council Tax Payers in the District, although we accept that the Council must consider the political implications of the levels of the allowances open to it to pay
- (g) the reviewed scheme should continue to be subject to well informed periodic reviews.

5.0 The Work of the Panel

- 5.1 The Panel has previously determined the underlying principles on which the levels of Members allowances should be based, as outlined above.
- 5.2 The Panel's approach required an assessment of the amount of time Councillors commit to their duties and their associated workloads in the context of the identified special responsibilities for Lead Members and Committee Chairmen.
- 5.3 The conclusions drawn by the Panel are informed by comparative data drawn from the allowances paid by other local authorities and an analysis of the results of an 'Activity Questionnaire' that Members are requested to complete every year.
- 5.4 The purpose of the 'Activity Questionnaire' is to determine:
 - (a) the amount of time Members estimate they spend on Council

business during an average month;

- (b) Members views on the adequacy, or otherwise, of the current levels of Members' Allowances at the Council; and
- (c) whether Members would like to address the Panel in person.

5.5 As part of its review, the Panel considered the following information:

- (a) a copy of the Council's Members' Allowances Scheme for 2017/18;
- (b) a comparison between Cherwell District Council and South Northamptonshire Council Members Allowances.
- (c) comparative data from the Members' Allowances survey undertaken by the South East Employers Organisation which outlines the basic, special responsibility and other allowance payments made by Council's in the South East Region.
- (d) a summary of Members responses to the 'Activity Questionnaire'.
- (e) the general economic climate and level of national pay awards
- (f) the overall financial position of the Council.
- (g) the level of recent and anticipated pay awards for Council staff and management.
- (h) any recent changes in the roles, responsibilities and workload of specific member posts.
- (i) Any additional comments Members wished to make in respect of the current allowance scheme.

5.6 The Panel continues to place great importance on the information gathered by way of the 'Activity Questionnaire'. As previously, the activity questionnaire was circulated to all Members of the Council and a total of 17 completed questionnaires were returned, representing 35.4% of its membership.

5.7 The Panel were once again disappointed by the low return of questionnaires, particularly as the questionnaire had been sent in both hard copy and via an online survey in the hope this would increase the response rate, as this forms a large part of their decision making process and the Panel could only surmise that those who did not return the questionnaire or complete the online survey were happy with the current allowance scheme.

The Panel were very grateful to those Members who returned the questionnaire or completed the online survey.

5.8 The Panel proposes to repeat this exercise again next year as it firmly believes that the information requested is vital to its efforts in undertaking proper and meaningful reviews. The Panel hopes that next year will result in a greater number of

responses from Councillors.

- 5.9 The Panel noted that those Members who responded to the activity questionnaire continued to show a great variation in the estimates of the time they spend on their roles as Councillors, ranging from 5 to 100 hours per month.
- 5.10 The Panel noted that those Members who responded spent an average of 33 hours per month on council duties. This was less than the average response of 59 hours per month in the survey last year.
- 5.11 Other conclusions arising from the questionnaires were that:
- (a) three respondents explicitly stated that no changes should be made to the level of Members allowances and expenses for 2018/19.
 - (b) None of the respondents proposed an increase in the level of Members allowances and expenses for 2018/19.
 - (c) On a scale of 1 (very generous) to 4 (totally inadequate), three respondents rated the basic allowance as 1, four as 2, five as 3 and two as 4. There was no comment from the remainder of respondents.
 - (d) On the same scale of 1 to 4, three respondents rated the special responsibility allowance as 1, five as 2, two as 3 and three as 4. There was no comment from the remainder of respondents.
 - (e) On the same scale of 1 to 4, four respondents rated the level of travel and subsistence allowances as 1, six as 2 and two as 3. There was no comment from the remainder of respondents

Unfortunately, these numbers cannot be seen as representative due to the small number of questionnaire returns and not every return answering these specific questions.

6.0 Basic Allowance

- 6.1 The Panel was requested to review the current level of the Basic Allowance.
- 6.2 Since the Council moved to its Local Pay Formula, the Panel has used the annual pay settlement for staff as one of their main considerations for recommending adjustments to the levels of the basic and special responsibility allowances paid.
- 6.3 The Council and Unison entered into a collective agreement which set out the local pay award for 2017/2018 at 1.65%. The Joint Management Team/Shared Managers have a separate agreement and for 2017/2018 the pay award was also 1.65%.
- 6.4 At the time of the meeting of the Independent Remuneration Panel, pay

negotiations at Cherwell District Council had not yet commenced for 2018/2019.

- 6.5 The Panel noted that The National Employers, who negotiate pay on behalf of 350 local authorities in England, Wales and Northern Ireland, had offered a two-year pay increase from 1 April 2018. The majority of employees would receive a 2% increase on 1 April 2018 for 2018-2019 and a further 2% on 1 April 2019 for 2019-2020.
- 6.6 The Panel received comparative data from 74 local authorities and noted that the basic allowance payable to Cherwell District Council Members was below the majority of the basic allowance paid by neighbouring authorities in the South East region.
- 6.7 The Panel acknowledged that there had been a cost of living increase for staff in 2017/2018 and, notwithstanding that the level for Cherwell District Council employees for 2018/2019 was not known at the time of the meeting, was minded to recommend an increase of 2% to Members' Basic Allowance rounded either up or down, whichever is closest, to produce 12 equal payments. The reasoning for 2% was that whilst it was below inflation and CPI, this was the level The National Employers had offered as part of its negotiations for employees in the 350 local authorities it represents.
- 6.8 Furthermore, the increase of 1.25% to the Basic Allowance in 2017/2018 had been the first increase in Basic Allowance since 2009/2010 which had been recommended by the Panel and accepted by the majority of Cherwell District Council Members. The Basic Allowance had been reduced from £4155 to £4152 in 2014/2015 to give 12 equal payments. Over the past few years, Cherwell District Council had fallen towards the bottom of the scale in neighbouring authorities in the South East region. The Panel agreed that applying an increase to the Basic Allowance would benefit all Members, demonstrate their value and encourage a wider diversity of Councillors.
- 6.9 The Panel noted that whilst their recommended increase of 1.25% for 2017/2018 was agreed by Council, a number of Members chose not to take the increase.
- 6.10 The Panel agreed to recommend that the Co-optee and Independent Persons allowance also be increased by 2% rounded either up or down, whichever is closest, to 12 equal monthly payments.
- 6.11 The total cost of a 2% increase in the Basic Allowance for elected Members and Co-optee and Independent Persons Allowance would be £4284 p.a

7.0 Special Responsibility Allowances

- 7.1 The Panel agreed to recommend that all Special Responsibility Allowances (SRA) remain the same for 2018/2019 as an increase had been recommended for all Members through the Basic Allowance. The Panel considered that an additional increase could not be justified at this time as they had received no evidence of increased work or responsibility to any role in receipt of an SRA.

- 7.2 In November 2016 allowances were agreed for members who are Non-Executive Directors of Graven Hill Companies with an assumption that these would increase in line with members' allowances. As the allowance for Non-Executive Directors of Graven Hill Companies were in line with an equivalent special responsibility allowance, which vary depending on the appointment and as no increase was recommended for special responsibility allowances, no increase was recommended for Non-Executive Directors.

8.0 Travelling and Subsistence Allowances

- 8.1 The Panel was requested to review the current level of Travelling and Subsistence Allowances.
- 8.2 The Panel noted that all travel rates are set at the specified HM Revenues and Customs rates and consequently had no implications for the tax liabilities of Members. Travel rates for motorcycles and motor vehicles are paid regardless of the cc of motor cycle or motor vehicle concerned.
- 8.3 The Panel considered the use of electric vehicles and agreed that they were becoming more mainstream and should be encouraged and not penalised. The Panel agreed that the allowance for electric vehicles should mirror that of other motor vehicles at 45p per mile as recommended by HMRC.
- 8.4 In relation to Subsistence Allowances, the Panel previously agreed that allowances should be paid up to the maximum rates notified by the National Joint Council for Officers index linked to the Retail Prices Index (excluding mortgages).
- 8.5 However, the National Joint Council for Officers ceased to produce nationally agreed subsistence rate for local government staff in 1996. Since that time, subsistence rates have been a subject for local determination and the Council has based its rates on Local Government Association rates.
- 8.6 The Panel considered the travelling and subsistence allowances and agreed, that subject to the increase in the allowance for electric vehicles, there should be no increase in other travelling and subsistence allowances at this time.

9 Dependent Carers' and Childcare Allowance

- 9.1 The panel considered the dependent carers' and childcare allowances and agreed that they should remain at the same level.

10 Recommendations to Council

- 10.1 Based on the information provided to the Panel, it recommends that:

- (a) That the basic allowance be increased by 2% rounded either up or down, whichever is closest, to 12 equal payments

	Proposed level for 2018/2019	Current level 2017/2018
Basic Allowance	£4,284.00 p.a.	£4,200.00 p.a.

- (b) That the following rates should remain the same for the financial year 2018/19:

	Proposed level for 2018/2019	Current level 2017/2018
Leader of the Council	£7,296.00 p.a.	£7,296.00 p.a.
Executive Members Holding a Portfolio	£6,372.00 p.a.	£6,372.00 p.a.
Chairman of the Overview and Scrutiny Committee	£3,552.00 p.a.	£3,552.00 p.a.
Chairman of Budget Planning Committee	£3,552.00 p.a.	£3,552.00 p.a.
Chairman of the Planning Committee	£4,248.00 p.a.	£4,248.00 p.a.
Chairman of the Accounts, Audit and Risk Committee	£3,552.00 p.a.	£3,552.00 p.a.
Chairman of the Personnel Committee	£253 SRA plus £253 per full meeting to a capped limit of £1012pa	£253 SRA plus £253 per full meeting to a capped limit of £1012pa
Chairman of the Licensing Committee	£253 SRA plus £253 per full meeting to a capped limit of £1012pa	£253 SRA plus £253 per full meeting to a capped limit of £1012pa

Chairman of the Standards Committee	£253 SRA plus £253 per full meeting to a capped limit of £1012pa	£253 SRA plus £253 per meeting to a capped limit of £1012pa
Chairman of the Appeals Panel	£253 SRA plus £253 per full meeting to a capped limit of £1012pa	£253 SRA plus £253 per full meeting to a capped limit of £1012pa
Leader of the Opposition	£2,940.00 p.a.	£2,940.00 p.a.
Deputy Leader of the Council	£2,520.00 p.a.	£2, 520.00 p.a.

- (c) that the Co-optee and Independent Persons Allowance be increased by 2% and rounded either up or down whichever is closest, to 12 equal payments

Co-optee and Independent Person Allowance	£732.00 p.a.	£720.00 p.a.
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- (d) that Dependent Carers' and Childcare Allowances remain the same:

Childcare	£10 per hour	£10 per hour
Dependent Relative Care	£20 per hour	£20 per hour

- (e) that subject to electric vehicles receiving the same level of allowance as other motor vehicles at 45p per mile, there should be no change to Travelling and Subsistence Allowances;

Bicycles	20p per mile
Motorcycles	24p per mile
Motor Vehicles	45p per mile

Electric or Similar Specialised Vehicles	45p per mile
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Breakfast Allowance	£6.02 per meal
Lunch Allowance	£8.31 per meal
Evening Meal Allowance	£10.29 per meal

(f) Democratic Services should continue to book overnight accommodation.

11.0 Remuneration of Directors of Council Owned Companies

11.1 In November 2016 remuneration was agreed for members who were Directors of Graven Hill Companies. It was also agreed that any increase in member allowances would be reflected in remuneration for Directors of Council owned companies.

(a) the following rates which are comparable to that of the Chairman of Planning Committee remain the same:

	Proposed level for 2018/2019	Current level 2017/2018
Non-Executive Directors Graven Hill Village Holding Company Limited (HOLDCO)	£4248.00	£4248.00
Non-Executive Directors Graven Hill Village Development Company Limited (DEVCO)	£4248.00	£4248.00

(b) the following rates which are comparable to that of an Executive Lead Member, should remain the same:

	Proposed level for 2018/2019	Current level 2017/2018
Non-Executive Director appointed to both HOLDCO and DEVCO	£6372.00	£6372.00

Non-Executive Director of either HOLDCO or DEVCO who is also Chairman of the Board	£6372.00	£6372.00
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- (c) the following rate which is comparable to that of an Executive Member holding portfolio who holds more than one responsibility should remain the same:

	Proposed level for 2018/2019	Current level 2017/2018
Chairman of one company who is a Non-Executive Director of the other	£8496.00	£8496.00

12.0 Findings of the Panel

12.1 In arriving at its recommendations, the Panel found that:

- (a) There had been a cost of living increase for staff in 2017/2018 and, notwithstanding that the level for 2018/19 was not known at the time of the meeting, was minded to recommend an increase of 2% to Members' Basic Allowance rounded either up or down, whichever is closest, to produce 12 equal payments.
- (b) The increase of 1.25% to the Basic Allowance in 2017/2018 had been the first increase in Basic Allowance since 2009/2010. The Basic Allowance had been reduced from £4155 to £4152 in 2014/2015 to give 12 equal payments. Over the past few years, Cherwell District Council had fallen towards the bottom of the scale of neighbouring authorities in the South East region. The Panel agreed that applying an increase to the Basic Allowance would benefit all Members, demonstrate their value and encourage a wider diversity of Councillors.
- (c) The total cost of a 2% increase in Basic Allowance and Co-optee and Independent Persons Allowance would be £4284 p.a. It was also be noted that a number of Members had not accepted the increase of 1.25% for 2017/2018.
- (d) An increase had been recommended for all Members through the Basic Allowance and an additional increase in Special Responsibility Allowances would not be justified at this time as there was no real evidence of increased work or responsibility.
- (e) The increasing complexity, responsibilities and burden of local government made it imperative for able individuals representing all of society to be able to stand for election as Councillors, but the absence of a national baseline for Member remuneration did not help efforts to attract candidates in the local

community with the professional qualities needed for the role.

- (f) As local government becomes increasingly business-like, levels of remuneration need to reflect the time, effort and expertise required of Councillors, otherwise it would continue to prove difficult to attract quality candidates to the role, resulting in negative implications for local democracy.

Mr Christopher White
Chairman
Independent Remuneration Panel
December 2017

Appendix 1

Joint Corporate Strategy 2018-19

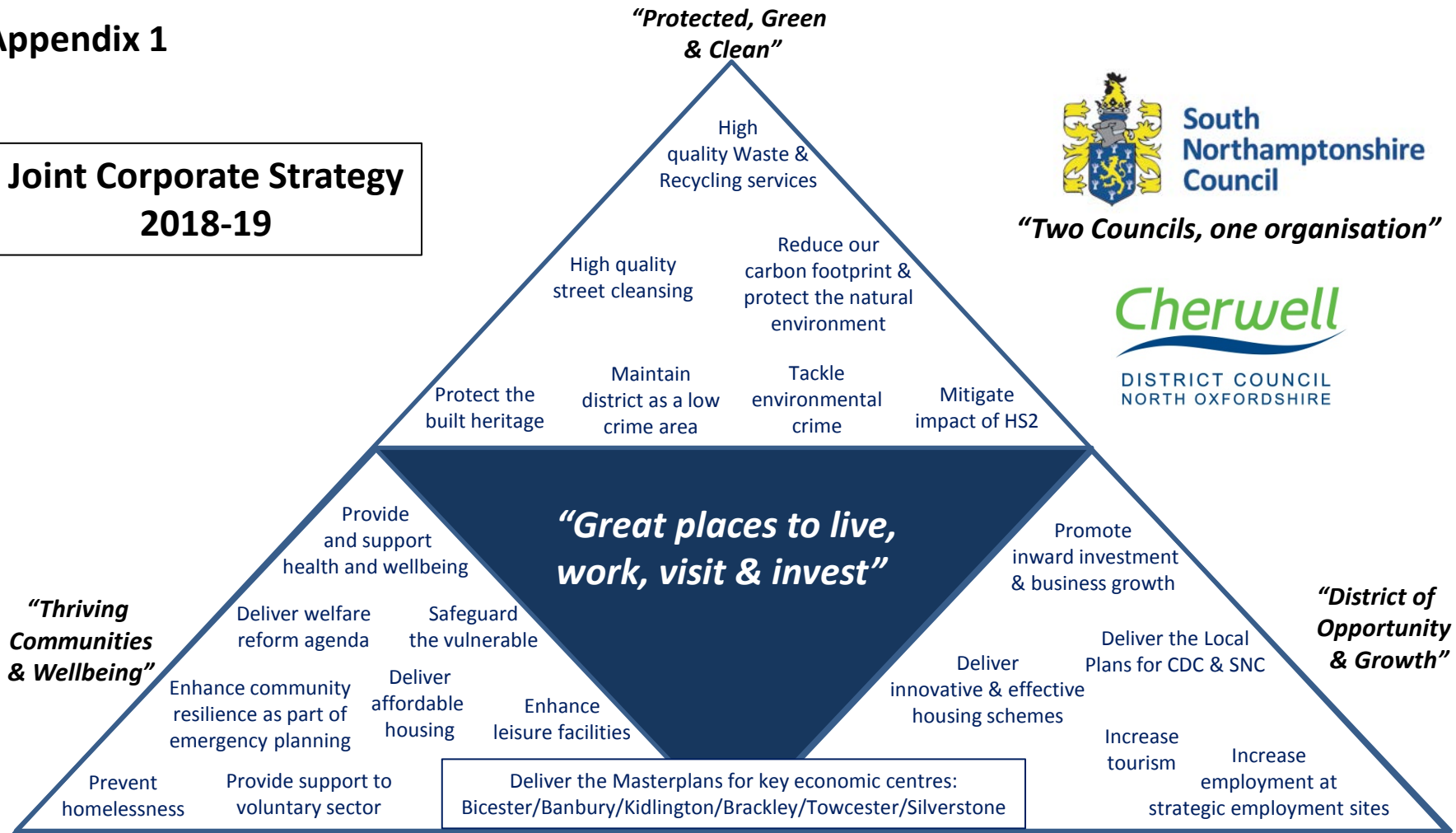


**South
Northamptonshire
Council**

“Two Councils, one organisation”



**DISTRICT COUNCIL
NORTH OXFORDSHIRE**



Shared Organisational Plan

Operational Excellence
 Rigorous Financial Management
 Income optimisation
 Commercial & Procurement excellence
 Effective Governance
 Alternative Delivery Vehicles

Public Value
 24/7 access to services
 Right first time, every time
 Service at point of need
 Efficient & effective services
 Customer Service Excellence

Best Council to work for
 Sustainable relationships with key partners
 Culture of Innovation & Creativity
 Effective People service
 Employer of choice
 Enabled through digitisation
 Corporate Social responsibility

“Here to Serve”

Minute Item 85

CDC/SNC Joint Programme									
	Version : 20180115 v2 (m)								
SBP ref	Business Plan goal	Portfolio Holder	Director	Lead Officer	Last completed milestone	Next milestone	Milestone target date	Project end date	Status
1	Protected, Green & Clean								
1.1	Maintain high quality waste & recycling services	Cllr Debbie Pickford Cllr Dermot Bambridge	Ian Davies	Ed Potter					
1.2	Provide High Quality Street Cleansing Services	Cllr Debbie Pickford Cllr Dermot Bambridge	Ian Davies	Ed Potter					
1.3	Tackle Environmental Crime	Cllr Debbie Pickford Cllr Dermot Bambridge	Ian Davies	Ed Potter					
1.4	Reduce our carbon footprint and protect the natural environment	Cllr Kieron Mallon Cllr Steve Clarke Cllr Dermot Bainbridge Cllr Karen Cooper	Ian Davies Adrian Colwell	Jackie Fitzsimons Nicola Riley					
1.5	Mitigate the effects of HS2	Cllr Steve Clarke Cllr Colin Clarke	Paul Feehily	Paul Seckington					
1.6	Maintain the District as a low crime area	Cllr Kieron Mallon Cllr Karen Cooper	Ian Davies	Nicola Riley					
1.7	Protect the built heritage	Cllr Roger Clarke Cllr Colin Clarke	Paul Feehily	Clare Mitchell					

SBP ref	Business Plan goal	Portfolio Holder	Director	Lead Officer	Last completed milestone	Next milestone	Milestone target date	Project end date	Status
2	Thriving Communities & Wellbeing								
2.1	Provide & support Health & Wellbeing (Work to ensure rural areas are connected to local services) (Develop and sustain access to local services)	Cllr Tony Ilott Cllr Steve Clarke Cllr Colin Clarke Cllr Kieron Mallon Cllr Karen Cooper	Ian Davies Adrian Colwell Claire Taylor	Nicola Riley Natasha Barnes					
2.2	Provide enhanced leisure facilities	Cllr Karen Cooper Cllr George Reynolds	Ian Davies	Sharon Bolton					
2.3	Provide support to the voluntary sector	Cllr Kieron Mallon Cllr Karen Cooper	Ian Davies	Nicola Riley					
2.4	Enhance community resilience as part of emergency planning	Cllr Phil Bignell Cllr Kieron Mallon	Ian Davies	Nicola Riley					
2.5	Prevent homelessness	Cllr Steve Clarke Cllr John Donaldson	Ian Davies	Joanne Barrett					
2.6	Safeguard the vulnerable	Cllr Karen Cooper Cllr Steve Clarke Cllr John Donaldson Cllr Peter Rawlinson	Ian Davies Paul Sutton	Nicola Riley Belinda Green Joanne Barrett Tim Mills					
2.7	Deliver Affordable Housing & Work With Private Sector Landlords	Cllr John Donaldson Cllr Steve Clarke Cllr Roger Clarke Cllr Colin Clarke	Ian Davies Paul Feehily	Tim Mills Joanne Barrett Paul Seckington					
2.8	Deliver the welfare reform agenda	Cllr Steve Clarke Cllr John Donaldson	Ian Davies	Tim Mills Joanne Barrett					

SBP ref	Business Plan goal	Portfolio Holder	Director	Lead Officer	Last completed milestone	Next milestone	Milestone target date	Project end date	Status
3	District of Opportunity & Growth								
3.1	Deliver innovative and effective housing schemes	Cllr Steve Clarke Cllr John Donaldson	Ian Davies Paul Sutton	Tim Mills Joanne Barrett Jane Norman					
3.2	Increase tourism (Consider steps to support the visitor economy and the wellbeing of town centres)	Cllr Steve Clarke Cllr Lynn Pratt	Adrian Colwell	Steve Newman Greg Ward					
3.3	Deliver the masterplans for the key economic centres: Bicester/Banbury/Kidlington/Brackley/ Towcester/Silverstone	Cllr Roger Clarke Cllr Colin Clarke	Adrian Colwell	TBC					
3.4	Increase employment at strategic employment sites & Promote inward investment and business growth	Cllr Steve Clarke Cllr Lynn Pratt	Adrian Colwell	Greg Ward Steve Newman					
3.5	Delivery against Local Plans for CDC & SNC	Cllr Roger Clarke Cllr Colin Clarke	Adrian Colwell	Andy Darcy David Peckford					

Joint KPIs						2018/19 Actuals														
Version : 20180115 v2 (m)						2017/18 Actual		2018/19 Target		April		May		June		Quarter 1				
KPI ref	KPI name	Good is....	P/H owner	Director	Lead Officer	CDC	SNC	CDC	SNC	CDC	SNC	CDC	SNC	CDC	SNC	CDC	SNC	Frequency of measure	Member or Operational measure	Joint or Council specific measure
1 Protected, Green & Clean																				
1.1	% of waste recycled and composted	H	Clr Dermot Bambridge Clr Debbie Pickford	Ian Davies	Ed Potter													Quarterly	M	CS
1.2	% Customer Satisfaction with Waste & Recycling service	H	Clr Dermot Bambridge Clr Debbie Pickford	Ian Davies	Ed Potter													Annually	M	CS
2 Thriving Communities & Wellbeing																				
2.1	Number of households living in Temporary Accommodation (TA)	L	Clr John Donaldson Clr Steve Clarke	Ian Davies	Joanne Barrett													Quarterly	M	CS
2.2	Time taken to process Housing Benefit new claims	L	Clr Peter Rawlinson Clr Tony Ilott	Paul Sutton	Belinda Green													Monthly	M	CS
2.3	Time taken to process Housing Benefit change events	L	Clr Peter Rawlinson Clr Tony Ilott	Paul Sutton	Belinda Green													Monthly	M	CS
2.4	Customer satisfaction with benefits process	H	Clr Peter Rawlinson Clr Tony Ilott	Paul Sutton	Belinda Green													Quarterly	M	CS
2.5	Number of Visits/Usage to District Leisure Centres	H	Clr George Reynolds Clr Karen Cooper	Ian Davies	Sharon Bolton													Quarterly	M	Joint
3 District of opportunity & growth																				
3.1	% of major planning applications processed within 13 weeks	H	Clr Roger Clarke Clr Colin Clarke	Paul Feehily	Paul Seckington													Monthly	M	CS
3.2	% Planning Appeal decisions allowed	H	Clr Roger Clarke Clr Colin Clarke	Paul Feehily	Paul Seckington													Monthly	M	CS
3.3	% Planning enforcement appeal decisions allowed	H	Clr Roger Clarke Clr Colin Clarke	Paul Feehily	Paul Seckington													Monthly	M	CS
3.4	% of non-major applications processed within 8 weeks	H	Clr Roger Clarke Clr Colin Clarke	Paul Feehily	Paul Seckington													Monthly	M	CS
3.5	Maintaining 5 year land supply	H	Clr Roger Clarke Clr Colin Clarke	Adrian Colwell	Andy Darcy David Peckford													Quarterly	M	CS
Corporate KPI's																				
4 Operational Excellence																				
4.1	Cumulative in year savings vs budget	H		Paul Sutton														Monthly	M	CS
4.2	% Capital schemes with green RAG rating	H		Paul Sutton														Monthly	M	Joint
4.3	Council tax collected as a % of Council Tax due	H		Paul Sutton														Quarterly	M	CS
4.4	Business Rates collected as a % of Business Rates due	H		Paul Sutton														Quarterly	M	CS
4.5	Cumulative in year income vs budget	H		Paul Sutton														Quarterly	M	CS
4.6	% Agreed internal audit recommendations completed on time	H		Paul Sutton														Quarterly	M	CS
4.7	% of invoices paid within 30 days	H		Paul Sutton														Monthly	M	CS
4.8	% IT helpdesk calls completed within service standard	H	Clr Mike Kerford Byrnes Clr Phil Bignell	Claire Taylor	AD: CS&IT													Monthly	M	Joint
4.9	Late committee reports (% of all reports due)	L		Paul Sutton														Quarterly	M	CS
5 Public Value																				
5.1	% Incoming calls answered within 30 secs (CSC)	H	Clr George Reynolds Cllr Karen Cooper	Claire Taylor	AD: CS&IT													Monthly	M	Joint
5.2	% Incoming calls abandoned (CSC)	L	Clr George Reynolds Cllr Karen Cooper	Claire Taylor	AD: CS&IT													Monthly	M	Joint
5.3	% Customer satisfaction with Council services(survey)	H	Clr Richard Mould Clr Karen Cooper	Claire Taylor	AD: P&T													Annually	M	Joint
5.4	% Customer satisfaction (temp check)	H	Clr Richard Mould Clr Karen Cooper	Claire Taylor	AD: P&T													Quarterly	M	Joint
5.5	% enquiries resolved at first point of contact	H	Clr George Reynolds Cllr Karen Cooper	Claire Taylor	AD: CS&IT													Monthly	M	Joint
5.6	% Correct amount of housing benefit paid to customer	H		Paul Sutton														Monthly	M	CS
5.7	% Transactions available on line	H	Clr Richard Mould Clr Phil Bignell	Claire Taylor	AD: CS&IT													Monthly	M	Joint
5.8	% Customer complaints upheld	L	Clr Richard Mould Clr Phil Bignell	Claire Taylor	AD: P&T													Monthly	M	Joint
6 Best Council to work for - NB: CT will revisit these KPI's																				
6.1	Staff sickness absence - days per employee, per annum (rolling 12 months)	L	Clr Barry Wood Clr Phil Bignell	Claire Taylor	Karen Edwards													Monthly	M	Joint
6.2	Number of agency staff employed	L	Clr Barry Wood Clr Phil Bignell	Claire Taylor	Karen Edwards													Monthly	M	Joint

Cherwell District and South Northants Councils – Leadership Risk Register as at 08/02/18

Risk Scorecard – Residual Risks						
		Probability				
		1 - Remote	2 - Unlikely	3 - Possible	4 - Probable	5 - Highly Probable
Impact	5 - Catastrophic					
	4 - Major		L04, L11			
	3 - Moderate		L03	L01, L02, L06, L10, L12	L05, L07, L08	L09
	2 - Minor					
	1 - Insignificant					

Level of risk	How the risk should be managed
High Risk (16-25)	Requires active management to manage down and maintain the exposure at an acceptable level. Escalate upwards.
Medium Risk (10 -15)	Contingency Plans - a robust contingency plan may suffice together with early warning mechanisms to detect any deviation from the profile.
Low Risk (1 – 9)	Good Housekeeping - may require some risk mitigation to reduce the likelihood if this can be done cost effectively, but good housekeeping to ensure that the impact remains low should be adequate. Re-assess frequently to ensure conditions remain the same.

Risk Definition	
Strategic	Risks that are significant in size and duration, and will impact on the reputation and performance of the Council as a whole, and in particular, on its ability to deliver on its strategic priorities
Operational	Risks to corporate systems or processes that underpin the organisation’s overall governance, operation and ability to deliver services

Ref	Description of risk	Potential impact	Inherent (gross) risk level (no Controls)			Controls	Control assessment	Risk owner	Risk manager	Residual risk level (after existing controls)			Direct'n of travel	Mitigating actions (to address control issues)	Comments	Last updated
			Probability	Impact	Rating					Probability	Impact	Rating				
L01	Financial resilience – Failure to react to external financial shocks, new policy and increased service demand. Poor investment and asset management decisions.	<ul style="list-style-type: none"> Reduced medium and long term financial viability Reduction in services to customers Continued reliance on central govt (RSG) and therefore reduced opportunity for independent decision making Reduced financial returns (or losses) on investments/assets Inability to deliver financial efficiencies Inability to deliver commercial objectives (increased income) Poor customer service and satisfaction Increased complexity in governance arrangements Lack of officer capacity to meet service demand 	4	4	16	<ul style="list-style-type: none"> Medium Term Revenue Plan reported regularly to members. Efficiency plan in place and balanced medium term Highly professional, competent, qualified staff Good networks established locally, regionally and nationally National guidance interpreting legislation available and used regularly Members aware and are briefed regularly Participate in Northamptonshire Finance Officers and Oxfordshire Treasurers' Association's work streams Programme management approach being taken Treasury management policies in place Investment strategies in place Regular financial and performance monitoring in place Independent third party advisers in place Regular bulletins and advice received from advisers Property portfolio income monitored through financial management arrangements on a regular basis Asset Management Strategy in place and embedded. Transformation Programme in place to deliver efficiencies and increased income in the future 	Fully Fully Partially Fully Partially Partially Fully Partially Fully Fully Partially Partially Partially	Paul Sutton	Kelly Watson	3	3	9	→	<ul style="list-style-type: none"> AD Finance and Governance to be recruited asap. Investment strategy for both authorities to be approved in 18/19 budget cycle. Timeliness and quality of budget monitoring particularly property income and capital to be improved. Project with Civica is ongoing. Asset Management Strategy to be reviewed and refreshed in the new year. 	Reviewed - No change, update of appointment of Assistant Director of Finance & Procurement.	08/02/18

L02	Statutory functions – Failure to meet statutory obligations and policy and legislative changes are not anticipated or planned for.	<ul style="list-style-type: none"> Legal challenge Loss of opportunity to influence national policy/legislation Financial penalties Reduced service to customers 	3	4	12	<ul style="list-style-type: none"> Embedded system of legislation and policy tracking in place, with clear accountabilities, reviewed regularly by Directors Clear accountability for responding to consultations with defined process to ensure Member engagement National guidance interpreting legislation available and used regularly Risks and issues associated with Statutory functions incorporated into Directorate Risk Registers and regularly reviewed Clear accountability for horizon scanning, risk identification/categorisation/escalation and policy interpretation in place Robust Committee forward plans to allow member oversight of policy issues and risk management, including Scrutiny and Audit Internal Audit Plan risk based to provide necessary assurances Strong networks established locally, regionally and nationally to ensure influence on policy issues Senior Members aware and briefed regularly in 1:1s by Directors 	Partially											<ul style="list-style-type: none"> Establish corporate repository and accountability for policy/legislative changes Review Directorate/Service risk registers Ensure Committee forward plans are reviewed regularly at CEDR level Ensure Internal Audit plan focusses on key leadership risks Develop stakeholder map, with Director responsibility allocated for managing key relationships Standardise agendas for Director/PFH 1:1s 	Service risk registers being reviewed as part of service planning. Internal Audit Plan being aligned to Leadership Risk Register and to be agreed at Audit Committees in March.	05/02/18
L03	Lack of Management Capacity - Delays to completing the management restructure reduces capacity at management level	<ul style="list-style-type: none"> Financial impact due to use of agency staff Inability to deliver council's plans Inability to realise commercial opportunities or efficiencies Reduced resilience and business continuity Reduced staff morale and uncertainty may lead to loss of good people 	3	4	12	<ul style="list-style-type: none"> Rigorous and aggressive assessment and recruitment timetable for senior management roles Arrangements in place to source appropriate interim resource if needed Delegations to Chief Exec agreed to ensure timely decisions HR/Specialist resource in place to support recruitment process and manage implications Ongoing programme of internal communication 	Fully											<ul style="list-style-type: none"> Discussions with Penna to ensure rapid response should interim resource be required AD HR/OD briefed and leading the process Communications to be delivered by CEO 	All Director positions now recruited, with exception of ED of Wellbeing, currently covered by interim resource. AD roles currently being recruited to. Regular comms being provided by CEx	05/02/18
L04	CDC & SNC Local Plans - Failure to ensure sound local plans are submitted on time for each District.	<ul style="list-style-type: none"> Inappropriate growth in inappropriate places Negative (or failure to optimise) economic, social, community and environmental gain Negative impact on each council's ability to deliver its strategic objectives Increased costs in planning appeals Possible financial penalties through not delivering forecasted New Homes Bonus 	3	5	15	<ul style="list-style-type: none"> Local Development Schemes are in place at each Council which detail the timeframes and deliverables to underpin the work Resources are in place to support delivery including QC support for each Local Plan. For issues which are solely within the control of SNC or CDC policies, plans and resources are in place Work is at Reg 19 on Cherwell Partial Review, preparing submission plan for Feb 2018 sign off and to re-commence in 2018 on Local Plan part 2. Work is advancing to Reg 19 stage On South Northants Local Plan part 2 on issues for reps, policies and development control policies. Statements of Community Involvement are in place. 	Fully											<ul style="list-style-type: none"> Regular review meetings on progress and critical path review at each Council Regular Portfolio briefings and political review LDS updated as required Additional evidence commissioned as required Need to review resources at CDC to speed up Local Plan part 2. 	Reviewed - No change	08/02/18

L05	Business Continuity - Failure to ensure that critical services can be maintained in the event of an incident	<ul style="list-style-type: none"> Inability to deliver key services to customers/residents Financial loss 	4	4	16	<ul style="list-style-type: none"> Business continuity strategy in place Services prioritised and recovery plans reflect the requirements of critical services ICT disaster recovery arrangements in place Incident management team identified in Business Continuity Strategy All services undertake annual business impact assessments and update plans 	Partially Partially Partially Partially	Ian Davies	Jackie Fitzsimons	4	3	12	→	<ul style="list-style-type: none"> All individual service BC plans recently updated Corporate BC to be reviewed Testing to be programmed BC solutions between both councils to be further developed Corporate ownership and governance to sit at CEDR 	Reviewed - No change	08/02/18
L06	Partnering - Failure to build the necessary partnership relationships to deliver our strategic plan. Failure to ensure the necessary governance of third party relationships (council businesses, partners, suppliers)	<ul style="list-style-type: none"> Poor service delivery Inability to deliver council's plans and outcomes for communities Legal challenge Financial loss Inability to partner in the future Reduced opportunity for inward investment in the future 	4	4	16	<ul style="list-style-type: none"> Stakeholder Map, allocating responsibility for key relationships at Director/PFH level Regular review and sharing of partnership activity/engagement at CEDR/BPM meetings Robust governance/contract management framework in place for key third party relationships Training and development of senior officers/members to fulfil their responsibilities with partner organisations 	Not effective Partially Partially Partially	Yvonne Rees	Richard Ellis	3	3	9	→	<ul style="list-style-type: none"> Develop stakeholder Map Standard agenda item at CEDR Develop governance guidelines for all key third party relationships Review existing arrangements/contracts to ensure appropriate governance 	Review of Third party governance to be completed by end of March 2018	05/02/18
L07	Emergency Planning (EP) - Failure to ensure that the local authority has plans in place to respond appropriately to a civil emergency fulfilling its duty as a category one responder	<ul style="list-style-type: none"> Inability of council to respond effectively to an emergency Unnecessary hardship to residents and/or communities Risk to human welfare and the environment Legal challenge Potential financial loss through compensation claims Ineffective Cat 1 partnership relationships 	4	4	16	<ul style="list-style-type: none"> Emergency plan reviewed quarterly and on activation Dedicated Emergency Planning Officer in post to review, test and exercise plan and to establish, monitor and ensure all elements are covered Added resilience from cover between shared Public Protection Team as officers with appropriate skill JMT regularly attend Civil Emergency training Twice yearly mock emergency exercises conducted to ensure readiness On-call rota established for Duty Emergency Response Co-ordinators (JMT) Full participation in LRF activities 	Partially Fully Fully Partially Partially Partially Not effective	Ian Davies	Jackie Fitzsimons	4	3	12	→	<ul style="list-style-type: none"> To be updated when new management structure is in place New call out arrangements to be established New annual training regime for GS&B officers to be set up Training monitoring to be developed through new HR/Payroll system Member training for disaster recovery and comms 	Reviewed - No change	08/02/18

L08	Health and safety - Failure to comply with health and safety legislation, corporate H&S policies and corporate H&S landlord responsibilities	<ul style="list-style-type: none"> • Fatality, serious injury & ill health to employees or members of the public • Criminal prosecution for failings • Financial loss due to compensation claims • Enforcement action – cost of regulator (HSE) time • Increased sickness absence • Increased agency costs • Reduction in capacity impacts service delivery 	5	4	20	<ul style="list-style-type: none"> • Robust Health & Safety policies and Corporate H&S arrangements in place as part of an Integrated H&S Management System • Clearly identified accountability and responsibilities for Health and Safety established at all levels throughout the organisation • Corporate H&S Manager & H&S Officer in post to maintain the H&S Management System & provide competent H&S advice & assistance to managers & employees • Directorate Health & Safety Improvement Plans established with embedded reporting and recording arrangements in place • Proactive monitoring of Health & Safety performance management internally • Proactive monitoring of Health & Safety performance management externally • Effective training regime in place for all staff • Positive Health & Safety risk aware culture • Corporate Health & Safety meeting structure in place for co-ordination and consultation • Corporate body & Member overview of Health & Safety performance via appropriate committee • Assurance that third party organisations subscribe to and follow Council Health & Safety guidelines and are performance managed where required 	Partially	Not effective	Fully	Not effective	Partially	Fully	Partially	Partially	Fully	Fully	Partially	Paul Sutton	Mark Wills	4	3	12	→	<ul style="list-style-type: none"> • Corporate H&S Policy to be developed & implemented across the organisation to ensure that roles & responsibilities at all levels are discharged effectively. Policy to be developed following restructure. Update key Corporate H&S arrangements which are out- of-date. • Directorate H&S Improvement Plans to be produced • Expand scope of internal audits to cover all elements of the H&S Management System • Management of H&S training programme to be developed and rolled out. Robust training already in place in Environmental Services • Good awareness in higher risk areas of the business, e.g. Environmental Services. However other areas need improved awareness of risk assessment process • Reviews of leases and performance monitoring to be reviewed to satisfy the Councils providers/ contractors are managing significant risks. 	OHSAS 18001 Health & Safety Management System accreditation achieved through Exova BM Trada. Annual surveillance visits undertaken to supplement main accreditation visits. CEDR Meeting receives quarterly updates from Corporate H&S Manager. Relevant updates taken to appropriate committee.	08/02/18
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L09	<p>Cyber Security - If there is insufficient security with regards to the data held and IT systems used by the councils and insufficient protection against malicious attacks on council's systems then there is a risk of: a data breach, a loss of service, cyber-ransom.</p>	<ul style="list-style-type: none"> Service disruption Financial loss / fine Prosecution – penalties imposed Individuals could be placed at risk of harm Reduced capability to deliver customer facing services Unlawful disclosure of sensitive information Inability to share services or work with partners Loss of reputation 	4	5	20	<ul style="list-style-type: none"> File and Data encryption on computer devices Managing access permissions and privileged users through AD and individual applications Consistent approach to information and data management and security across the councils Effective information management and security training and awareness programme for staff Password security controls in place Robust information and data related incident management procedures in place Appropriate robust contractual arrangements in place with all third parties that supply systems or data processing services Appropriate plans in place to ensure ongoing PSN compliance Adequate preventative measures in place to mitigate insider threat, including physical and system security Insider threat mitigated through recruitment and line management processes 	<p>Fully</p> <p>Fully</p> <p>Partially</p> <p>Partially</p> <p>Fully</p> <p>Partially</p> <p>Partially</p> <p>Fully</p> <p>Partially</p> <p>Partially</p>	Claire Taylor	Tim Spiers	3	5	5	1	→	<ul style="list-style-type: none"> We are working with a security company to review our cyber security status and achieve the cyber essentials + accreditation. A pre-audit report has been undertaken and we are addressing findings ahead of full review. This work is underway and the outcomes are expected in February 2018 This will provide an action plan against any control issues identified Cyber-security was reviewed by Internal Audit in May 2017 and will be reviewed again in April 2018. HR also have actions to complete regarding recruitment and processes identified by Internal Audit. The IT Transformation Programme includes migrating server rooms to external data centre which will increase physical security. As part of this work improved monitoring solutions will also be implemented. The data centre has successfully completed provisioning phase. The Councils will also be completing the annual independent IT security health check in quarter 1 2018. Preparation for this work is underway. 	<p>Cyber security incidents are inevitable. The only way to manage this risk is to have effective controls and mitigations in place including audit and review.</p>	05/02/18
L10	<p>Safeguarding the vulnerable (adults and children) - Failure to follow our policies and procedures in relation to safeguarding vulnerable adults and children or raising concerns about their welfare</p>	<ul style="list-style-type: none"> Increased harm and distress caused to vulnerable individuals and their families Council could face criminal prosecution Criminal investigations potentially compromised Potential financial liability if council deemed to be negligent 	3	4	12	<ul style="list-style-type: none"> Safeguarding lead in place and clear lines of responsibility established Safeguarding Policy and procedures in place Information on the intranet on how to escalate a concern Staff training - new whole staff shared approach being launched in the summer Safer recruitment practices and DBS checks for staff with direct contact Action plan developed by CSE Prevention group as part of the Community Safety Partnership Local Safeguarding Children's Board Northamptonshire (LSCBN) pathways and thresholds Data sharing agreement with other partners Attendance at Children and Young People Partnership Board (CYPPB) Annual Section 11 return complied for each council Engagement with Joint Agency Tasking and Co-ordinating Group (JATAC) and relevant Oxfordshire County Council (OCC) safeguarding sub group Engagement at an operational and tactical level with relevant external agencies and networks 	<p>Fully</p> <p>Fully</p> <p>Partially</p> <p>Partially</p> <p>Partially</p> <p>Partially</p> <p>Fully</p> <p>Partially</p> <p>Fully</p> <p>Fully</p> <p>Fully</p> <p>Partially</p>	Richard Ellis	Nicola Riley	3	3	9	→	<ul style="list-style-type: none"> Ongoing internal awareness campaigns Ongoing external awareness campaigns Annual refresher and new training programmes Training monitoring to be developed through new HR/Payroll system 	<p>Continued focus in this area with ongoing programme of training and awareness raising.</p>	05/02/18	

L11	Income Generation through council owned companies	<ul style="list-style-type: none"> Through failure of governance or robust financial / business planning the councils fail to generate expected income. 	3	4	12	<ul style="list-style-type: none"> Annual business planning Financial planning Corporate governance mechanisms Due diligence Business casing 	Partially Partially Partially Partially	Paul Sutton			2	4	8	New	<ul style="list-style-type: none"> Recruiting to support shareholder and client side capacity 	Resources to be in place March 2018	08/02/2018
L12	Financial sustainability of third party suppliers	<ul style="list-style-type: none"> The financial failure of a third party supplier results in the inability or reduced ability to deliver a service to customers. 	3	4	12	<ul style="list-style-type: none"> Contracts in place to cover default. Business continuity planning 	Partially Partially	Paul Sutton			3	3	9	New	<ul style="list-style-type: none"> Meetings planned with suppliers to review higher risk areas. 	Risk recently escalated due to external environment whereby suppliers have financial difficulties which could result in loss of service. Current work investigating impact across contracts.	08/02/2018

Name of Risk	Risk description	Risk Owner	CEDR	Directorate	Which Council is affected?	Inherent			Current Controls	Assurances	Mitigating Actions	Residual		
						Impact	Likelihood	Rating				Impact	Likelihood	Rating
Xpress Server migration	Xpress suite (system holds electoral register and manages/runs elections) being moved from in-house server accessed via network to externally based serviced accessed via internet. If system does not work we are not fulfilling our legal duty to register people for voting and would be unable to prepare and conduct elections.	Louise Aston	Paul Sutton	Finance & Governance	Both	4	3	12	Currently the Xpress suite sits on the internal server and accessed through the network. Updates and all maintenance to this server and software is completed by our internal IT team. Daily data exchange is carried out via Cabinet Office portal via a "bearer token"	IT have a project plan, migration being managed by David Spilsbury	Highlight lack of access, faults and errors as soon as occurs to IT	3	3	9

MEDIUM TERM REVENUE PLAN - 2017/18 - 2022/23

	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021/22 £000	2022/23 £000
EXPENDITURE						
Approved base budget	19,538	21,627	19,817	20,545	21,639	22,743
Unavoidable pressures						
Salaries	813	886	880	884	889	889
New Recycling Contract	56	600	250	0	0	0
Contracts and General Inflation	0	200	205	210	215	220
Total budget pressures	869	1,686	1,335	1,094	1,104	1,109
Additional Income & One-off Items						
Bicester Projects (Reserve Funded)	857	(250)	(607)	0	0	0
Planning Salaries (Reserve Funded)	94	(94)	0	0	0	0
Revenues & Benefits (Reserve Funded)	200	(200)	0	0	0	0
Other items (Reserve Funded)	57	(57)	0	0	0	0
Castle Quay & Property Management	0	(2,895)	0	0	0	0
Total Budget Changes	1,208	(3,496)	(607)	0	0	0
Joint Business Case Changes						
Customer Services	(10)	0	0	0	0	0
Public Protection	(11)	0	0	0	0	0
ICT - 3-way to 2-way (available Dec)	120	0	0	0	0	0
Revenues & Benefits	(134)	0	0	0	0	0
Community & Leisure Services	(44)	0	0	0	0	0
Property & Investment	149	0	0	0	0	0
Planning Policy	16	0	0	0	0	0
Design and Conservation	(12)	0	0	0	0	0
Housing	(34)	0	0	0	0	0
Strategic Information and Insight	(28)	0	0	0	0	0
Total Joint Business Case Savings	12	0	0	0	0	0
NET COST OF SERVICES	21,627	19,817	20,545	21,639	22,743	23,852
Transfers to/from reserves	(2,477)	4,152	3,920	2,392	2,213	2,153
Transfers to General Fund Balance	590	0	0	0	0	0
Interest on Investments - Payments	0	2,074	2,074	2,074	2,074	2,074
Interest on Investments - Income	(1,954)	(2,935)	(2,935)	(2,935)	(2,935)	(2,935)
Pension Costs - Historic	4,985	257	275	2,000	2,000	2,000
Depreciation Adjustment	(4,002)	(4,002)	(4,002)	(4,002)	(4,002)	(4,002)
NET BUDGET REQUIREMENT	18,769	19,363	19,877	21,168	22,093	23,142

MEDIUM TERM REVENUE PLAN - 2017/18 - 2022/23

	2017-18 £000	2018-19 £000	2019-20 £000	2020-21 £000	2021/22 £000	2022/23 £000
FUNDING						
Business Rates Baseline	(3,564)	(3,673)	(3,755)	(6,755)	(6,890)	(7,028)
Revenue Support Grant	(1,105)	(637)	(114)	0	0	0
Formula grant equivalent	(4,669)	(4,310)	(3,869)	(6,755)	(6,890)	(7,028)
Transfer to Parish Councils - CTRS	349	349	349	349	349	349
New Homes Bonus	(4,468)	(4,009)	(4,563)	(4,604)	(4,339)	(4,305)
	(4,119)	(3,660)	(4,214)	(4,255)	(3,990)	(3,956)
Business Rates:						
Retained Business Rates	(2,231)	(3,087)	(3,184)	(438)	(669)	(364)
Pooling Gain	(1,562)	(1,073)	(637)	0	0	0
Renewable Energy	(213)	(252)	(296)	(305)	(314)	(324)
S.31 Inflation Cap	0	(194)	(194)	0	0	0
NNDR Collection Fund Deficit / (surplus)	648	(223)	(200)	(200)	(200)	(200)
	(3,358)	(4,829)	(4,511)	(943)	(1,183)	(888)
	(12,146)	(12,799)	(12,594)	(11,953)	(12,063)	(11,872)
Council Tax income						
Baseline	(6,219)	(6,377)	(6,506)	(6,619)	(6,734)	(6,851)
Taxbase increase	(158)	(129)	(113)	(115)	(117)	(119)
Council Tax Increase	0	0	0	0	0	0
Collection Fund	(246)	(58)	(150)	(150)	(150)	(150)
TOTAL INCOME	(18,769)	(19,363)	(19,363)	(18,837)	(19,064)	(18,992)
Council Tax	£123.50	£123.50	£123.50	£123.50	£123.50	£123.50
Council tax base	51,639.5	52,681.6	53,603.5	54,541.6	55,496.1	56,467.2

Proposed Capital Programme - 2018/19 - 2022/23

Project Description	Year Approved	Project Owner	2017/18					2018/19				2019/20	2020/21	2021/22	2022/23	Total		
			Slippage B/Fwd	New Projects	Total Approved	Adjustments	Total	Existing Capital Projects	New Bids	Adjustments	Total							
			£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000							
Executive Director of Wellbeing																		
Biomass Heating for Bicester Leisure Centre	2012/13	Sharon Bolton	14		14												14	
Customer Self-Service Portal and CRM Solution	2014/15	Natasha Barnes	80		80												80	
The Hill Youth & Community Centre	2015/16	Jane Norman	849		849												849	
Whitelands Farm Sports Ground	2016/17	Sharon Bolton	998		998	140		1,138									1,138	
Community Centre Refurbishments	2013/14	Nicola Riley	84		84	60		144									144	
Solar Photovoltaics at Sports Centre	2013/14	Sharon Bolton	80		80			80									80	
Football Development Plan in Banbury	2013/14	Sharon Bolton	20		20			20									20	
North Oxfordshire Academy Astro turf	2014/15	Sharon Bolton	150		150			150									150	
Stratfield Brake Repair Works	2014/15	Sharon Bolton	22		22			22									22	
Sports Centre Modernisation Programme	2007/08	Sharon Bolton	86		86			86									86	
Bicester Leisure Centre Extension	2016/17	Sharon Bolton	149		149			149									149	
Spiceball Leisure Centre Bridge Re-surfacing	2016/17	Sharon Bolton	30		30			30									30	
Empty Homes - Work-in-default (Recoverable)	2014/15	Ian Davies	100		100			100									100	
Woodgreen - Condition Survey Works	2015/16	Liam Didcock	9		9			9									9	
Disabled Facilities Grants	Annual	Ian Davies	493	375	868	930		1,798	375		(375)		0	375	375	375	2,923	
Discretionary Grants for Domestic Properties	Annual	Ian Davies	340	275	615			615	275				275	275	275		1,715	
Bicester Leisure Centre - Access Road Improvements	2017/18	Sharon Bolton		33	33			33									33	
Cooper School Performance Hall - Roof, Floor & Seating	2017/18	Sharon Bolton		136	136			136									136	
North Oxfordshire Academy - Astro Turf Pitch Replacement	2017/18	Sharon Bolton		340	340			340									340	
North Oxfordshire Academy - Replacement Floodlights	2017/18	Sharon Bolton		95	95			95									95	
North Oxfordshire Academy - Sports Pavilion Improvements	2017/18	Sharon Bolton		20	20			20									20	
Replacement Booking System	2017/18	Sharon Bolton		60	60			60									60	
Car Parks Improvement Project	2017/18	Ian Davies		650	650			650									650	
Cherwell Community Fund	2018/19	Ian Davies			0			0		100			100	100	100		300	
Coopers Sports Facility Floodlights	2018/19	Ian Davies			0			0		65			65				65	
Community Services Total			3,504	1,984	5,488	1,130		6,618	650	165	(375)		440	750	750	650	0	9,208
Upgrade & Enhancements to Abrisas Housing System		Joanne Barrett								33			33	33			66	
Housing			0	0	0	0	0	0	0	33	0	0	33	33	0	0	66	
Executive Director of Place and Growth																		
Bicester Community Building	-	Adrian Colwell	94		94	145		239									239	
NW Bicester Eco Business Centre	2016/17	Adrian Colwell	3,726		3,726	575		4,301									4,301	
East West Railways	2015/16	Scott Barnes	580	290	870			870	290				290	290	290		2,030	
Bicester Regeneration Projects Total			4,400	290	4,690	720		5,410	290	0	0		290	290	290	0	6,570	
Build Programme	2012/13	Jane Norman	4,790	4,829	9,619			9,619									9,619	
Build Phase 1b	2018/19	Jane Norman								1,875			1,875	1,845	(2,500)		1,220	
Build Phase 2	2018/19	Jane Norman								6,500			6,500	4,500	(7,200)		3,800	
Regeneration			4,790	4,829	9,619	0	0	9,619	0	8,375	0	8,375	6,345	(9,700)	0	0	14,639	
Executive Director of Environment																		
Glass Bank Recycling Scheme	2012/13	Ed Potter	8		8			8									8	
Energy Efficiency Projects	2014/15	Ed Potter	20		20			20									20	
Off Road Parking Facilities	2015/16	Ed Potter	18		18			18									18	
Vehicle Replacement Programme	Annual	Ed Potter	128	959	1,087			1,087	740				740	620	700	750	3,897	
Wheeled Bin Replacement Scheme	2016/17	Ed Potter	170		170			170									170	
Urban Centre Electricity Installations	2016/17	Ed Potter	30		30			30									30	
Container Bin Replacement	2018/19	Ed Potter								20			20				20	
Banbury Market Improvements	2018/19	Ed Potter								20			20				20	
Public Conveniences	2018/19	Ed Potter								50			50	200			250	
Vehicle Lifting Equipment (Workshop)	2018/19	Ed Potter								30			30				30	
Vehicle Replacement Programme	2018/19	Ed Potter								35			35	240			275	

Project Description	Year Approved	Project Owner	2017/18					2018/19				2019/20	2020/21	2021/22	2022/23	Total
			Slippage B/Fwd	New Projects	Total Approved	Adjustments	Total	Existing Capital Projects	New Bids	Adjustments	Total					
			£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000					
Environmental Services Total			374	959	1,333	0	1,333	740	155	0	895	1,060	700	750	0	4,738
Executive Director of Finance and Governance																
HR / Payroll System replacement	2015/16	Paul Sutton	37		37		37				0					37
Graven Hill	-	Paul Sutton	13,148		13,148		13,148	600			600	13,000				26,748
Finance and Governance Total			13,185	0	13,185	0	13,185	600	0	0	600	13,000	0	0	0	26,785
Land & Property Harmonisation	2018/19	Rakesh Kumar			0		0		167		167	33				200
Law and Governance Total			0	0	0	0	0	0	167	0	167	33	0	0	0	200
Condition Survey Works - Solihull	2013/14	Chris Hipkiss	101		101		101				0					101
Bradley Arcade Roof Repairs - Solihull	2014/15	Chris Hipkiss	88		88		88				0					88
Improvements to Amenities to Orchard Way Shops - Solihull	2011/12	Chris Hipkiss	22		22		22				0					22
Orchard Way Shopping Arcade - front service area - Solihull	2015/16	Chris Hipkiss	288		288		288				0					288
Bicester Cattle Market Car Park Phase 2	2011/12	Chris Hipkiss	90		90		90				0					90
Thorpe Lane Depot - CCTV Replacement - Solihull	2015/16	Chris Hipkiss	25		25		25				0					25
Banbury Museum - Refurbishment Programme - Solihull	2016/17	Chris Hipkiss	38		38		38				0					38
Community Buildings - Remedial Works - Solihull	2016/17	Chris Hipkiss	150		150		150				0					150
Spiceball Riverbank Reinstatement	2016/17	Chris Hipkiss	50		50		50				0					50
Bolton Road Car Park	2016/17	Chris Hipkiss	74		74		74				0					74
Banbury Health Centre - Refurbishment of Ventilation, Heating & Cooling Systems	2017/18	Chris Hipkiss	0	270	270		270				0					270
Thorpe Way Industrial estate - Roof & Roof Lights	2017/18	Chris Hipkiss	0	100	100		100				0					100
Retail Unit A4 Pioneer Square Bicester	2017/18	Chris Hipkiss		135	135		135				0					135
Castle Quay 1 & 2	2017/18	Paul Sutton		500	500	68,000	68,500	62,000			62,000					130,500
Housing and IT Asset System - joint CDC/SNC	2018/19	Chris Hipkiss							50		50					50
Orchard Way - external decorations plus associated works and roof coverings to stairwells	2018/19	Chris Hipkiss			0		0		95		95					95
Retained Land - tarmacadum/walling works	2018/19	Chris Hipkiss			0		0		180		180					180
Thorpe Place Industrial Units - external painting, tarmacadum and door replacement	2018/19	Chris Hipkiss			0		0		175		175					175
Thorpe Way Industrial Units - external painting, tarmacadum and door replacement	2018/19	Chris Hipkiss			0		0		145		145					145
Horswefair Banbury - renewal of paving/trees to footpath areas between Highway and Car Park also around public toilets	2018/19	Chris Hipkiss			0		0		100		100					100
Thorpe Lane Depot - tarmac and drainage works to main yard	2018/19	Chris Hipkiss			0		0		110		110					110
All properties - EPC certification plus Compliance Works	2018/19	Chris Hipkiss			0		0		40		40					40
Property & Investments Total			926	1,005	1,931	68,000	69,931	62,000	895	0	62,895	0	0	0	0	132,826
Executive Director of Customers & Service Development																
Land & Property Harmonisation	2014/15	Tim Spiers	6	77	83		83				0					83
5 Year Rolling HW / SW Replacement Prog	Annual	Tim Spiers	0	50	50	(50)	0	50			50	50	50	50		200
Business Systems Harmonisation Programme	Annual	Tim Spiers	0	40	40	(11)	29	40			40	40	40	40		189
Upgrade to Uninterrupted Power Supply & Back up - Solihull	2014/15	Tim Spiers	337		337		387				0					387
Visualfiles Upgrade	2013/14	Tim Spiers	0		0		11				0					11
Microsoft Licensing Agreement	2015/16	Tim Spiers	0		0		0	110			110					110
IT Strategy Review	2017/18	Tim Spiers	139		139		139				0					139
Customer Excellence & Digital Transformation	2018/19	Tim Spiers					0		85		85					85
Unified Communications (inc Customer Services)	2018/19	James Tarrant					0		125		125					125
Information Technology Total			482	167	649	0	649	200	210	0	410	90	90	90	0	1,329
Capital Total			27,661	9,234	36,895	69,850	106,745	64,480	10,000	(375)	74,105	21,601	(7,870)	1,780	0	196,361

APPENDIX 6**CHERWELL DISTRICT COUNCIL**
COLLECTION FUND : REVISED ESTIMATES 2017-18**COUNCIL TAX:****£.pp****(SURPLUS)/ DEFICIT AS AT 1 APRIL 2017**

Oxfordshire County Council	(1,521,322)
Police and Crime Commissioner for Thames Valley	(198,049)
Cherwell District Council	(251,396)
	<u>(1,970,767)</u>

DISTRIBUTION OF SURPLUS/ (DEFICIT) FOR PREVIOUS YEAR(S):**Re: Revised Estimates**

Oxfordshire County Council	1,485,348
Police and Crime Commissioner for Thames Valley	193,497
Cherwell District Council	245,661
	<u>1,924,506</u>

INCOME FOR THE YEAR:

Income From Council Tax	(89,981,280)
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TOTAL INCOME FOR THE YEAR**(89,981,280)****EXPENDITURE FOR THE YEAR:****Precepts and Demands:**

Oxfordshire County Council	69,485,594
Police and Crime Commissioner for Thames Valley	8,793,174
Cherwell District Council: General Purposes	6,377,478
Cherwell District Council: Town & Parish Council Precepts	4,700,350
	<u>89,356,596</u>

Provision For Appeals and Non-collection

142,021

Write off of Bad Debts

60,866**TOTAL EXPENDITURE FOR THE YEAR****89,559,483****(SURPLUS)/ DEFICIT FOR THE YEAR****(421,797)****DIVISION OF (SURPLUS)/ DEFICIT FOR THE YEAR**

Oxfordshire County Council	(327,998)
Police and Crime Commissioner for Thames Valley	(41,507)
Cherwell District Council	(52,292)
	<u>(421,797)</u>

(SURPLUS)/ DEFICIT AS AT 31 MARCH 2018**(468,058)****DIVISION OF (SURPLUS)/ DEFICIT AS AT 31 MARCH**

Oxfordshire County Council	(363,972)
Police and Crime Commissioner for Thames Valley	(46,059)
Cherwell District Council	(58,027)
	<u>(468,058)</u>

CDC Earmarked Reserves

APPENDIX 7

Earmarked Reserves	Service Owner	Draft Accounts 31-Mar-2017	Transfer In	Transfer Out	Year End Review of Reserves	Estimated Balance 31-Mar-2018 Post Review	Budget Use of Reserves 2018/19	Budget Cont'ns to Reserves 2018/19	Estimated Balance 31-Mar-19
		£000	£000	£000	£000	£000	£000	£000	£000
General Fund:									
Building Control	Tony Brummell	(100)		76		(24)			(24)
Capacity Funding	Jenny Barker	(157)		157		0	155	(155)	0
Country Park Reserve	Kevin Larner	(100)				(100)			(100)
Elections	James Doble	(109)				(109)	8		(101)
Environmental Warranties	Paul Sutton	(1,000)				(1,000)			(1,000)
Graven Hill Equalisation Reserve	Paul Sutton	0				0		(1,529)	(1,529)
Hanwell Fields Open Space	Adrian Colwell	(79)				(79)			(79)
Home Improvement Agency	Tim Mills	(234)	(34)			(268)	40		(228)
Housing Reserve	Joanne Barrett	(91)	(23)	46	(31)	(99)			(99)
Work in Default reserve	Tim Mills	(100)				(100)			(100)
Joint External Bid-writer	Jenny Barker	(19)		11		(8)			(8)
Licensing	Nicolas Sutcliffe	(129)				(129)			(129)
Local Plan Charges	Adrian Colwell	(75)	(463)	370	168	0			0
NHB - Affordable Housing	Joanne Barrett	(577)	(278)			(855)	58	(271)	(1,068)
NHB - Economic Development	Adrian Colwell	(2,665)	(2,095)	118		(4,642)		(1,869)	(6,511)
NHB - Superfast Broadband	Adrian Colwell	(727)				(727)			(727)
Planning Control	Andy Preston	(350)	(92)	94	227	(121)			(121)
Corporate Projects	Paul Sutton	(514)		200	225	(89)			(89)
Retained Business Rates	Mandy Anderson	(2,205)		568		(1,637)	637	0	(1,000)
Sainsbury's Primary Authority	Jackie Fitzsimons	(55)				(55)			(55)
Self Insurance	Paul Sutton	(160)				(160)			(160)
Transformation and Commercial	Paul Sutton	(313)			305	(8)			(8)
VAT Deminimus	Paul Sutton	(500)				(500)			(500)
Welfare Reform	Belinda Green	(99)		42		(57)			(57)
Wheeled Bin Replacements	Ed Potter	(37)				(37)			(37)
Contributions to Health Bus	Nicola Riley	(40)				(40)			(40)
Performance Reward Grant ABG	Jackie Fitzsimons	(21)				(21)			(21)
Heat Network	Jenny Barker	(50)				(50)			(50)
Devolution Viability Work	James Doble	(12)	(22)	34		0			0
Healthy New Towns	Ian Davies	(20)		7		(13)			(13)
Horton General Towns	Ian Davies	(150)				(150)			(150)
Museum development	Ian Davies	(30)		15		(15)			(15)
Pensions Deficit	Paul Sutton	(3,396)		3,053		(343)		(1,675)	(2,018)
NEW Strategic Intelligence studies	Richard Ellis	0	(10)		10	0			0

Earmarked Reserves	Service Owner	Draft Accounts 31-Mar-2017	Transfer In	Transfer Out	Year End Review of Reserves	Estimated Balance 31-Mar-2018 Post Review	Budget Use of Reserves 2018/19	Budget Cont'ns to Reserves 2018/19	Estimated Balance 31-Mar-19
		£000	£000	£000	£000	£000	£000	£000	£000
New Car Parks APCOA Consultants fees	Ian Davies	0	(15)		15	0			0
NEW Art Development	Ian Davies	0	(80)	80		0			0
NEW Business Support Admin	Ian Davies	0	(15)			(15)	15		0
GF Earmarked Reserves		(14,114)	(3,127)	4,871	919	(11,451)	913	(5,499)	(16,037)
Earmarked Reserves from Grants & Contributions									
Area Based Grant	Rakesh Kumar	(83)				(83)			(83)
Bicester Fields Main Park	Adrian Colwell	(97)				(97)			(97)
Brighter Futures - Skills Reward Grant	Nicola Riley	(66)		44		(22)			(22)
Bicester Garden Town	Jenny Barker	(1,197)		629		(568)	980	(546)	(134)
Bicester Youth Bus	Jackie Fitzsimons	(65)				(65)			(65)
Broadfield Road Yarnton Sports	Sharon Bolton	(4)				(4)			(4)
Courtyard Youth Arts	Nicola Riley	(39)				(39)			(39)
Dovecote Milcombe	Adrian Colwell	(56)		35		(21)			(21)
Eco Town Revenue	Jenny Barker	(472)		282	160	(30)			(30)
Emergency Planning	Jackie Fitzsimons	(40)				(40)			(40)
Green Deal Pioneer Places	Jenny Barker	(67)				(67)			(67)
Homelessness Prevention	Joanne Barrett	(70)				(70)			(70)
New Burdens Grant	Paul Sutton	(248)				(248)			(248)
Housing and Planning Initiatives	Adrian Colwell	(322)				(322)			(322)
PCC - Community Safety Grant	Jackie Fitzsimons	(64)				(64)			(64)
Thames Valley Police	Jackie Fitzsimons	(86)				(86)			(86)
Sportivate Grant	Sharon Bolton	(33)				(33)			(33)
Active Women Grant	Sharon Bolton	(22)				(22)			(22)
Corporate Training	Paula Goodwin	0				0			0
Credit Union Development Officer	Joanne Barratt	(23)	23			0			0
Laburnham Cres Ambrosden	Adrian Colwell	(38)				(38)			(38)
Reserves - Grants & Contributions		(3,092)	23	990	160	(1,919)	980	(546)	(1,485)
Total Earmarked Reserves		(17,206)	(3,104)	5,861	1,079	(13,370)	1,893	(6,045)	(17,522)
General Fund		(2,906)				(2,906)			(2,906)
Total Reserves		(20,112)	(3,104)	5,861	1,079	(16,276)	1,893	(6,045)	(20,428)

CORPORATE INVESTMENT STRATEGY

Introduction

An investment strategy is designed to assess opportunities for the effective utilisation and optimisation of the councils' non-operational assets and resources to secure new or improved sources of income and/or capital growth. The key elements of this strategy are set out below:-

- The **Strategic Case** – reducing grant from central Government and a predicted significant growth in demand for council services is placing increasing pressure on council budgets. In response, the LGA has suggested 3 principle ways to meet these challenges:-
 - Income from assets
 - Trading services
 - Sale of commodities
- The **Economic Case** – Various Investment Vehicles offer a range of diverse options to generate income, particularly where there can be a margin between the net return and the funding costs.
- The **Commercial Case** – Opportunity to deliver a long term and sustainable income, not impacted by Central Government policy. Additional secondary objectives such as business rate growth, economic activity and regeneration in local areas.
- The **Financial Case** – Each investment opportunity will be evaluated against stringent financial criteria to ensure each delivers gross income aspirations whilst taking consideration of the costs of operating the fund, including lending, acquisition and operating costs.
- The **Regeneration Case** – There is an opportunity to use council assets to lever in further investment or combine with other private or public sector assets to achieve specific regeneration and development objectives and ambitions. There are also opportunities to support failing or declining projects or assets to improve rental income and potentially provide a catalyst for adjacent regeneration and private ownership and investment.

Reasons why this is required

Continuing reductions in Central Government funding at a time when Councils are facing increasing demand for services, given changing demographics and an aging population, means that alternative sources of income and optimization of council assets and resources need to be identified.

Historically, many Councils have retained fairly significant property and land portfolios for operational reasons, but the shifting landscape for local government, changing customer trends in how they access and consume services, and different and more flexible working practices for Councils have rendered many of these assets surplus to requirements. There is therefore, an opportunity to review these assets and resources, and evaluate the most suitable options in order to optimize operational efficiency, customer access and economic and financial value.

Benefits of Property as an Asset Class

Pros	Cons
<ul style="list-style-type: none"> • Physical Asset • Relatively stable income stream • Capital growth potential • Diversification opportunities • Risk / Return profile • Inflation protection 	<ul style="list-style-type: none"> • Large lot sizes • Relatively illiquid/transaction costs • Not transparently traded like a commodities • Expert management needed • A broad investment class

Why Property

- Property is a tangible asset, usually comprising two elements; land and buildings. Whilst a building can become obsolete or destroyed, land remains an asset that generally retains value.
- A slight disadvantage of owning a tangible asset like property, is the requirement for ongoing management and the total cost of ownership. Effective management is essential to maintain income flow and to ensure that a building remains attractive to occupiers and potential buyers.
- As Cherwell and South Northants Councils own existing property portfolios, as well as shares within property holdings, the resources to undertake effective management already exists in house. However, should more complex schemes and arrangements be entered into, it will be necessary to review the models by which these may be managed in order to deliver the greatest benefit.
- Cost of ownership can be minimised, through a diversified treasury strategy employing a mix of existing resources, other council lending or central borrowing. This places councils in an advantageous position to the wider property market that has constraints on their funding options.
- Property can offer councils a wider range of benefits not as readily available from other classes such as:
 - Control over key assets in their districts that will align with the Councils' corporate strategy.

- Delivery of projects that otherwise might stall or not progress if left in private sector hands.
- Momentum where intervention by a Council can then unlock a lead to confidence in the market from third parties.
- Non-financial gains where inward investment can create / maintain jobs / training etc. What should we invest in?

Community Investments	Strategic Investments	Commercial Investments
Investment in leisure centres, sporting facilities which don't provide traditional yields but provide a wide community benefit.	Purchase of underperforming property assets which provide key strategic regeneration opportunities to generate the catalyst for economic development.	Purchase of income producing investments competing in the open market both in and outside the District.

Governance

There are two key elements to ensuring that the right governance is in place:-

- Agree the appropriate investment approach
- Establish where the decisions on individual investments will be taken and how

Investment Approach

It is essential that the Council first establishes the objectives for its Investment Strategy. A major priority for the councils will be financial sustainability, and a financial objective and contribution from this strategy will need to be established as part of Medium Term Financial Plan.

Appended is an Investment Matrix which helps in assessing the link to corporate objectives, suitability and return from any investments, and the risk profile that the Council is prepared to accept in considering any potential investments.

Investment Policy Advisory Group

It is proposed that upon adoption of such a strategy and the creation of the agreed governance structure, that there will be a resource, both internally and externally, appointed to consider the asset classes to be focused on and the acquisition criteria further defined.

The property investment market is very competitive and needs consistent and quick decisions if the Council is going to be successful in acquiring assets in this environment. It is therefore proposed that an Investment Policy Advisory Group is established to act as an advisory body for these initial decisions. They should ensure the decisions fall within the Corporate Strategy and are based upon the approved investment matrix. They will then report their recommendations to Full Council.

The Policy Advisory Group will be made up of:-

Members

- Leader of the Council
- Portfolio Holder for Financial Management
- Portfolio Holder for Estates and the Economy
- Chair of the Accounts, Audit and Risk Committee
- Leader of the Opposition

Officers

- Chief Executive
- Executive Director – Finance and Governance (Section 151)
- Assistant Director – Property, Investment and Contract Management
- Assistant Director – Law and Governance (Monitoring Officer)

The primary purposes of the Policy Advisory Group would be twofold:-

- To consider recommendations from officers regarding the potential purchase of a property asset, prior to submission of a bid. This would include consideration of the yield, and the Investment Evaluation based on the criteria set out. The ultimate consideration would be whether to submit a bid or not, and at what value.
- To consider the results of the due diligence process, (following acceptance of an offer from Council to purchase an asset), with the ultimate consideration of whether to endorse the purchase and proceed to exchange of contracts.

Decisions to submit bids, approve purchases and exchange of contracts would be taken as urgent decisions by the Chief Executive or Executive Director of Finance and Governance in consultation with the Investment Policy Advisory Group and reported to the next available meeting of the Council.

Given the need to react quickly and take timely decisions, meetings of the Investment Policy Advisory Group may need to be convened on a 'virtual' basis. In order to ensure the necessary governance, the meeting should include:-

- At least two of:-
 - Leader of the Council
 - Lead Member for Financial Management
 - Lead Member for Estates and the Economy.

And:

- At least two of:-
 - Chief Executive
 - Executive Director – Finance and Governance
 - Assistant Director – Property, Investment and Contract Management

**CORPORATE INVESTMENT STRATEGY
Draft Scoring Matrix**

SCORING CRITERIA	SCORE	4	3	2	1	0
	WEIGHTING FACTOR	EXCELLENT / VERY GOOD	GOOD	ACCEPTABLE	MARGINAL	UNACCEPTABLE
Location - In Borough/Adjacent to Borough and can still add value	25%	Prime	Good	Secondary	Tertiary	Remote
Tenancy - Strong Covenant	15%	Single tenant with strong financial covenant	Multiple tenants with strong financial covenant	Single tenant with good financial covenant	Multiple tenants with average financial covenant	Tenants with poor financial covenant strength
Tenure	10%	Freehold	150+ year unexpired with no LL controls	150+ with minimal landlord controls / gearing below 5%	Lease under 150 years	Lease under 100 years
WAULT - Weighted average unexpired lease term	20%	20 years +	15 years +	10 years +	5 Years +	Less than 5 years
Repairing Terms	10%	FRI	75% + on FRI	50% + on FRI	Internal repairing Only, Cap Ex required	Short term leases with high landlord responsibilities, Cap Ex required
Lot size	10%	Between £4m and £6m	Between £6m and £8m, £4m and £2m	Greater than £8m, Less than £2m		
Profile	10%	Super Core	Core	Value Add	Opportunistic	
Management Resources	10%	Minimum. Single tenant, FRI.	Minimum Fully let, no more than 3 tenants.	Moderate. Common parts, Service Charge etc.	Active but well managed to date.	Active and historical lack of management

Cherwell District Council

Treasury Management Strategy Statement 2018/19, including Prudential Indicators & MRP Statement

Introduction

In 2013 the Council adopted the Chartered Institute of Public Finance and Accountancy's *Treasury Management in the Public Services: Code of Practice 2011 Edition* (the CIPFA Code) which requires the Council to approve a treasury management strategy before the start of each financial year. CIPFA published a new version of this Code in December 2017 and although local authorities do not need to formally adopt the new Code they are required by law to have regard to it.

In addition, the Department for Communities and Local Government (CLG) issued revised *Guidance on Local Authority Investments* in March 2010 that requires the Council to approve an investment strategy before the start of each financial year.

This report fulfils the Council's legal obligation under the *Local Government Act 2003* to have regard to both the CIPFA Code and the CLG Guidance.

The Council has borrowed and invested substantial sums of money and is therefore exposed to financial risks including the loss of invested funds and the revenue effect of changing interest rates. The successful identification, monitoring and control of risk are therefore central to the Council's treasury management strategy.

Revised strategy: In accordance with the CLG Guidance, the Council will be asked to approve a revised Treasury Management Strategy Statement should the assumptions on which this report is based change significantly. Such circumstances would include, for example, a large unexpected change in interest rates, in the Council's capital programme or in the level of its investment balance.

External Context

Economic background: The major external influence on the Council's treasury management strategy for 2018/19 will be the UK's progress in negotiating its exit from the European Union and agreeing future trading arrangements. The domestic economy has remained relatively robust since the surprise outcome of the 2016 referendum, but there are indications that uncertainty over the future is now weighing on growth. Transitional arrangements may prevent a cliff-edge, but will also extend the period of uncertainty for several years. Economic growth is therefore forecast to remain sluggish throughout 2018/19.

Consumer price inflation reached 3.0% in September 2017 as the post-referendum devaluation of sterling continued to feed through to imports. Unemployment continued to fall and the Bank of England's Monetary Policy Committee judged that the extent of spare capacity in the economy seemed limited and the pace at which the economy can grow without generating inflationary pressure had fallen over recent years. With its inflation-control mandate in mind, the Bank of England's Monetary Policy Committee raised official interest rates to 0.5% in November 2017.

In contrast, the US economy is performing well and the Federal Reserve is raising interest rates in regular steps to remove some of the emergency monetary stimulus it has provided for the past decade. The European Central Bank is yet to raise rates, but has started to taper its quantitative easing programme, signalling some confidence in the Eurozone economy.

Credit outlook: High profile bank failures in Italy and Portugal have reinforced concerns over the health of the European banking sector. Sluggish economies and fines for pre-crisis behaviour continue to weigh on bank profits, and any future economic slowdown will exacerbate concerns in this regard.

Bail-in legislation, which ensures that large investors including local authorities will rescue failing banks instead of taxpayers in the future, has now been fully implemented in the European Union, Switzerland and USA, while Australia and Canada are progressing with their own plans. In addition, the largest UK banks will ringfence their retail banking functions into separate legal entities during 2018. There remains some uncertainty over how these changes will impact upon the credit strength of the residual legal entities.

The credit risk associated with making unsecured bank deposits has therefore increased relative to the risk of other investment options available to the Council; returns from cash deposits however remain very low.

Interest rate forecast: The Council's treasury adviser Arlingclose's central case is for UK Bank Rate to remain at 0.50% during 2018/19, following the rise from the historic low of 0.25%. The Monetary Policy Committee re-emphasised that any prospective increases in Bank Rate would be expected to be at a gradual pace and to a limited extent.

Future expectations for higher short term interest rates are subdued and on-going decisions remain data dependant and negotiations on exiting the EU cast a shadow over monetary policy decisions. The risks to Arlingclose's forecast are broadly balanced on both sides. The Arlingclose central case is for gilt yields to remain broadly stable across the medium term. Upward movement will be limited, although the UK government's seemingly deteriorating fiscal stance is an upside risk.

A more detailed economic and interest rate forecast provided by Arlingclose is attached at **Appendix A**.

For the purpose of setting the budget, it has been assumed that new investments will be made at an average rate of 0.35%, and that new long-term loans will be borrowed at an average rate of 1.66%.

Local Context

On 31st December 2017, the Council held £34m of borrowing and £12m of investments. This is set out below.

	Actual Portfolio £m	Average Rate %
External borrowing:		
Public Works Loan Board	21	1.84
Local authorities	13	0.79
Total external borrowing	34	1.45
Treasury investments:		
Banks & building societies (unsecured)	2.7	0.30
Money Market Funds	9.3	0.33
Total treasury investments	12	0.32
Net debt	22	

Forecast changes in these sums are shown in the balance sheet analysis in table 1 below.

Table 1: Balance sheet summary and forecast

	31.3.17 Actual £m	31.3.18 Estimate £m	31.3.19 Forecast £m	31.3.20 Forecast £m	31.3.21 Forecast £m
General Fund CFR	33.2	152.4	202.5	244.2	254.4
Less: External borrowing *	0	-92	-21	-21	-21
Internal (over) borrowing	33.2	60.4	181.5	223.2	223.4
Less: Usable reserves	-21.5	-22	-22	-22	-22
Less: Working capital	-29.4	-29	-29	-29	-29
Investments (or New borrowing)	17.7	-9.4	-130.5	-172.2	-182.4

* shows only loans to which the Council is committed and excludes optional refinancing

The underlying need to borrow for capital purposes is measured by the Capital Financing Requirement (CFR), while usable reserves and working capital are the underlying resources available for investment. The Council's earlier strategy had been to maintain borrowing and investments below their underlying levels, sometimes known as internal borrowing. However, the Council has an increasing CFR due to the capital programme, but minimal investments and will therefore be required to borrow significant amounts over the forecast period.

The CFR position at 31.3.2018 reflects the equity shareholding in and loans to subsidiaries, alongside other capital expenditure, including the purchase of CQ1.

CIPFA's *Prudential Code for Capital Finance in Local Authorities* recommends that the Council's total debt should be lower than its highest forecast CFR over the next three years. Table 1 shows that the Council expects to comply with this recommendation during 2018/19.

Borrowing Strategy

The Council currently holds £34 million of loans, an increase of £34 million on the previous year, as part of its strategy for funding the capital programme. The balance sheet forecast in table 1 shows that the Council expects to borrow up to £101m in 2018/19. The Council may also borrow additional sums to pre-fund future years' requirements, providing this does not exceed the authorised limit for borrowing of £225 million.

Objectives: The Council's chief objective when borrowing money is to strike an appropriately low risk balance between securing low interest costs and achieving certainty of those costs over the period for which funds are required. The flexibility to renegotiate loans should the Council's long-term plans change is a secondary objective.

Strategy: Given the significant cuts to public expenditure and in particular to local government funding, the Council's borrowing strategy continues to address the key issue of affordability without compromising the longer-term stability of the debt portfolio. With short-term interest rates currently much lower than long-term rates, it is likely to be more cost effective in the short-term to borrow some of the Council's loans as short-term loans.

By doing so, the Council is able to reduce net borrowing costs. The benefits of short-term borrowing will be monitored regularly against the potential for incurring additional costs by deferring borrowing into future years when long-term borrowing rates are forecast to rise modestly. Arlingclose will assist the Council with this 'cost of carry' and breakeven analysis. Its output may determine whether the

Council borrows additional sums at long-term fixed rates in 2018/19 with a view to keeping future interest costs low, even if this causes additional cost in the short-term.

Alternatively, the Council may arrange forward starting loans during 2018/19, where the interest rate is fixed in advance, but the cash is received in later years. This would enable certainty of cost to be achieved without suffering a cost of carry in the intervening period.

In addition, the Council may borrow further short-term loans to cover unplanned cash flow shortages.

Sources of borrowing: The approved sources of long-term and short-term borrowing are:

- Public Works Loan Board (PWLB) and any successor body
- any institution approved for investments (see below)
- any other bank or building society authorised to operate in the UK
- UK public and private sector pension funds (except Oxfordshire County Council Pension Fund)
- capital market bond investors
- UK Municipal Bonds Agency plc and other special purpose companies created to enable local authority bond issues

Other sources of debt finance: In addition, capital finance may be raised by the following methods that are not borrowing, but may be classed as other debt liabilities:

- operating and finance leases
- hire purchase
- Private Finance Initiative
- sale and leaseback

The Council has easy access to long-term borrowing from the PWLB but will investigate other sources of finance, such as local authority loans and bank loans, that may be available at more favourable rates.

Municipal Bonds Agency: UK Municipal Bonds Agency plc was established in 2014 by the Local Government Association as an alternative to the PWLB. It plans to issue bonds on the capital markets and lend the proceeds to local authorities. This will be a more complicated source of finance than the PWLB for two reasons: borrowing authorities will be required to provide bond investors with a joint and several guarantee to refund their investment in the event that the agency is unable to for any reason; and there will be a lead time of several months between committing to borrow and knowing the interest rate payable. Any decision to borrow from the Agency will therefore be the subject of a separate report to full Council.

Short-term and variable rate loans: These loans leave the Council exposed to the risk of short-term interest rate rises and are therefore subject to the limit on the net exposure to variable interest rates in the treasury management indicators below.

Debt rescheduling: The PWLB allows authorities to repay loans before maturity and either pay a premium or receive a discount according to a set formula based on current interest rates. Other lenders may also be prepared to negotiate premature redemption terms. The Council may take advantage of this and replace some loans with new loans, or repay loans without replacement, where this is expected to lead to an overall cost saving or a reduction in risk.

Investment Strategy

The Council holds short-term invested funds for liquidity purposes, representing income received in advance of expenditure plus balances and reserves held. In the past 12 months, the Council's investment balance has ranged between £1.4 and £56.7 million. As a net borrower for the foreseeable future, investment balances held will be at modest levels and held primarily for liquidity purposes.

Objectives: Both the CIPFA Code and the CLG Guidance require the Council to invest its funds prudently, and to have regard to the security and liquidity of its investments before seeking the highest rate of return, or yield. The Council's objective when investing money is to strike an appropriate balance between risk and return, minimising the risk of incurring losses from defaults and the risk of receiving unsuitably low investment income. Where balances are expected to be invested for more than one year, the Council will aim to achieve a total return that is equal or higher than the prevailing rate of inflation, in order to maintain the spending power of the sum invested.

Strategy: Given the increasing risk and low returns from short-term unsecured bank investments, the Council would aspire to diversify into more secure and/or higher yielding asset classes. However, given the low level of funds available for longer-term investment and the high liquidity requirements, the Council's surplus cash is likely to remain invested in short-term bank deposits and call accounts, money market funds, and deposits with other local authorities.

Approved counterparties: The Council may invest its surplus funds with any of the counterparty types in table 2 below, subject to the cash limits (per counterparty) and the time limits shown.

Table 2: Approved investment counterparties and limits

Credit rating	Banks unsecured	Banks secured	Government	Corporates	Registered Providers
UK Govt	n/a	n/a	£ Unlimited 50 years	n/a	n/a
AAA	£3m 5 years	£5m 20 years	£5m 50 years	£3m 20 years	£3m 20 years
AA+	£3m 5 years	£5m 10 years	£5m 25 years	£3m 10 years	£3m 10 years
AA	£3m 4 years	£5m 5 years	£5m 15 years	£3m 5 years	£3m 10 years
AA-	£3m 3 years	£5m 4 years	£5m 10 years	£3m 4 years	£3m 10 years
A+	£3m 2 years	£5m 3 years	£5m 5 years	£3m 3 years	£3m 5 years
A	£3m 13 months	£5m 2 years	£5m 5 years	£3m 2 years	£3m 5 years
A-	£3m 6 months	£5m 13 months	£5m 5 years	£3m 13 months	£3m 5 years
None	£1m 6 months	n/a	£5m 25 years	£10m* 5 years	£3m 5 years
Pooled funds	£5m per fund				

This table must be read in conjunction with the notes below

Credit rating: Investment limits are set by reference to the lowest published long-term credit rating from Fitch, Moody's or Standard & Poor's. Where available, the credit rating relevant to the specific

investment or class of investment is used, otherwise the counterparty credit rating is used. However, investment decisions are never made solely based on credit ratings, and all other relevant factors including external advice will be taken into account.

Banks unsecured: Accounts, deposits, certificates of deposit and senior unsecured bonds with banks and building societies, other than multilateral development banks. These investments are subject to the risk of credit loss via a bail-in should the regulator determine that the bank is failing or likely to fail. See below for arrangements relating to operational bank accounts.

Banks secured: Covered bonds, reverse repurchase agreements and other collateralised arrangements with banks and building societies. These investments are secured on the bank's assets, which limits the potential losses in the unlikely event of insolvency, and means that they are exempt from bail-in. Where there is no investment specific credit rating, but the collateral upon which the investment is secured has a credit rating, the higher of the collateral credit rating and the counterparty credit rating will be used to determine cash and time limits. The combined secured and unsecured investments in any one bank will not exceed the cash limit for secured investments.

Government: Loans, bonds and bills issued or guaranteed by national governments, regional and local authorities and multilateral development banks. These investments are not subject to bail-in, and there is an insignificant risk of insolvency. Investments with the UK Central Government may be made in unlimited amounts for up to 50 years.

Corporates: Loans, bonds and commercial paper issued by companies other than banks and registered providers. These investments are not subject to bail-in, but are exposed to the risk of the company going insolvent. Loans to unrated companies will only be made following an external credit assessment or as part of a diversified pool in order to spread the risk widely.

Registered providers: Loans and bonds issued by, guaranteed by or secured on the assets of registered providers of social housing, formerly known as housing associations. These bodies are tightly regulated by the Homes and Communities Agency and, as providers of public services, they retain the likelihood of receiving government support if needed.

Pooled funds: Shares in diversified investment vehicles consisting of the any of the above investment types, plus equity shares and property. These funds have the advantage of providing wide diversification of investment risks, coupled with the services of a professional fund manager in return for a fee. Short-term Money Market Funds that offer same-day liquidity and very low or no volatility will be used as an alternative to instant access bank accounts, while pooled funds whose value changes with market prices and/or have a notice period will be used for longer investment periods.

Bond, equity and property funds offer enhanced returns over the longer term, but are more volatile in the short term. These allow the Council to diversify into asset classes other than cash without the need to own and manage the underlying investments. Because these funds have no defined maturity date, but are available for withdrawal after a notice period, their performance and continued suitability in meeting the Council's investment objectives will be monitored regularly. Investments in these funds will only be undertaken after careful analysis of cash balances available for the medium to long term and after advice from the Council's treasury advisor.

Operational bank accounts: The Council may incur operational exposures, for example through current accounts, collection accounts and merchant acquiring services, to any UK bank with credit ratings no lower than BBB- and with assets greater than £25 billion. These are not classed as investments, but are still subject to the risk of a bank bail-in, and balances will therefore be kept below £50,000 per bank wherever possible e.g. except for overnight balances where funds are received during the day and it is too late to transfer to another counterparty. The Bank of England has stated that in the event of

failure, banks with assets greater than £25 billion are more likely to be bailed-in than made insolvent, increasing the chance of the Council maintaining operational continuity.

Risk assessment and credit ratings: Credit ratings are obtained and monitored by the Council's treasury advisers, who will notify changes in ratings as they occur. Where an entity has its credit rating downgraded so that it fails to meet the approved investment criteria then:

- no new investments will be made,
- any existing investments that can be recalled or sold at no cost will be, and
- full consideration will be given to the recall or sale of all other existing investments with the affected counterparty.

Where a credit rating agency announces that a credit rating is on review for possible downgrade (also known as "rating watch negative" or "credit watch negative") so that it may fall below the approved rating criteria, then only investments that can be withdrawn on the next working day will be made with that organisation until the outcome of the review is announced. This policy will not apply to negative outlooks, which indicate a long-term direction of travel rather than an imminent change of rating.

Other information on the security of investments: The Council understands that credit ratings are good, but not perfect, predictors of investment default. Full regard will therefore be given to other available information on the credit quality of the organisations in which it invests, including credit default swap prices, financial statements, information on potential government support and reports in the quality financial press. No investments will be made with an organisation if there are substantive doubts about its credit quality, even though it may meet the credit rating criteria.

When deteriorating financial market conditions affect the creditworthiness of all organisations, as happened in 2008 and 2011, this is not generally reflected in credit ratings, but can be seen in other market measures. In these circumstances, the Council will restrict its investments to those organisations of higher credit quality and reduce the maximum duration of its investments to maintain the required level of security. The extent of these restrictions will be in line with prevailing financial market conditions. If these restrictions mean that insufficient commercial organisations of high credit quality are available to invest the Council's cash balances, then the surplus will be deposited with the UK Government, via the Debt Management Office or invested in government treasury bills for example, or with other local authorities. This will cause a reduction in the level of investment income earned, but will protect the principal sum invested.

Specified investments: The CLG Guidance defines specified investments as those:

- denominated in pound sterling,
- due to be repaid within 12 months of arrangement,
- not defined as capital expenditure by legislation, and
- invested with one of:
 - the UK Government,
 - a UK local authority, parish council or community council, or
 - a body or investment scheme of "high credit quality".

The Council defines "high credit quality" organisations and securities as those having a credit rating of A- or higher that are domiciled in the UK or a foreign country with a sovereign rating of AA+ or higher. For money market funds and other pooled funds "high credit quality" is defined as those having a credit rating of A- or higher.

Non-specified investments: Any investment not meeting the definition of a specified investment is classed as non-specified. The Council does not intend to make any investments denominated in foreign currencies, nor any that are defined as capital expenditure by legislation, such as company shares. Non-specified investments will therefore be limited to long-term investments, i.e. those that are due to mature 12 months or longer from the date of arrangement, and investments with bodies and schemes not meeting the definition on high credit quality. Limits on non-specified investments are shown in table 3 below.

Table 3: Non-specified investment limits

	Cash limit
Total long-term investments	£10m
Total investments without credit ratings or rated below A- (except UK Government and local authorities)	£10m
Total investments (except pooled funds) with institutions domiciled in foreign countries rated below AA+	£5m
Investments with other organisations*	£10m
Total non-specified investments	£25m

*Investments with other organisations would include investment opportunities with small and medium sized enterprises (SMEs) and other businesses and entities across the UK. Because of the higher perceived credit risk of SMEs, such investments may provide considerably higher rates of return. An external credit assessment will be undertaken and appropriate advice will be sought (where available) before any investment decision is made.

Investment limits: In order that the Council's revenue reserves available to cover investment losses are not unduly put at risk in the case of a single default, the maximum that will be lent to any one organisation (other than the UK Government) will be £10 million. A group of banks under the same ownership will be treated as a single organisation for limit purposes. Limits will also be placed on fund managers, investments in brokers' nominee accounts, foreign countries and industry sectors as below. Investments in pooled funds and multilateral development banks do not count against the limit for any single foreign country, since the risk is diversified over many countries.

Table 4: Investment limits

	Cash limit
Any single organisation, except the UK Central Government	£10m each
UK Central Government	unlimited
Any group of organisations under the same ownership	£10m per group
Any group of pooled funds under the same management	£10m per manager
Negotiable instruments held in a broker's nominee account	£10m per broker
Foreign countries	£10m per country
Registered providers	£10m in total
Unsecured investments with building societies	£10m in total
Loans to unrated corporates	£10m in total
Money Market Funds	£15m in total

Liquidity management: The Council uses in-house cash flow forecasting software to determine the maximum period for which funds may prudently be committed. The forecast is compiled on a prudent basis to minimise the risk of the Council being forced to borrow on unfavourable terms to meet its financial commitments. Limits on long-term investments are set by reference to the Council's medium term financial plan and cash flow forecast.

Non-Treasury Investments

Although not classed as treasury management activities and therefore not covered by the CIPFA Code or the CLG Guidance, the Council may also purchase property for investment purposes and may also make loans and investments for service purposes, for example in shared ownership housing, as loans to local businesses and landlords, or as equity investments and loans to the Council's subsidiaries.

Such loans and investments will be subject to the Council's normal approval processes for revenue and capital expenditure and need not comply with this treasury management strategy.

The Council's existing non-treasury investments (excluding property) at 31 December 2017 are shown below:

	Actual £m	Average Rate %
Non-treasury investments (excluding property):		
Shares in subsidiaries	24.8	-
Loans to subsidiaries	26.8	7.5%
Total non-treasury investments	51.6	

Variations to Investment Strategy

Delegated authority is granted to the Chief Finance Officer, in consultation with the Lead Member for Financial Management and the Chairman of Accounts, Audit and Risk Committee, to amend the lending criteria and counterparty limits detailed above as required to ensure that investments can continue to be made in a rapidly changing financial environment and the security of investments are maximised if this is deemed to be the most appropriate course of action.

Treasury Management Indicators

The Council measures and manages its exposures to treasury management risks using the following indicators.

Interest rate exposures: This indicator is set to control the Council's exposure to interest rate risk. The upper limits on fixed and variable rate interest rate exposures, expressed as the proportion of net principal borrowed will be:

	2017/18	2018/19	2019/20
Upper limit on fixed interest rate exposure	100%	100%	100%
Upper limit on variable interest rate exposure	100%	100%	100%

Fixed rate investments and borrowings are those where the rate of interest is fixed for at least 12 months, measured from the start of the financial year or the transaction date if later. All other instruments are classed as variable rate.

These limits have deliberately been set at 100% so they don't restrict the Council's ability to investigate all options.

Maturity structure of borrowing: This indicator is set to control the Council's exposure to refinancing risk. The upper and lower limits on the maturity structure of fixed rate borrowing will be:

	Upper	Lower
Under 12 months	100%	0%
12 months and within 24 months	100%	0%
24 months and within 5 years	100%	0%
5 years and within 10 years	100%	0%
10 years and above	100%	0%

Time periods start on the first day of each financial year. The maturity date of borrowing is the earliest date on which the lender can demand repayment.

The upper and lower limits as shown above provide the scope to accommodate new loan(s) in the most appropriate maturity band at the time of borrowing.

Principal sums invested for periods longer than 364 days: The purpose of this indicator is to control the Council's exposure to the risk of incurring losses by seeking early repayment of its investments. The limits on the long-term principal sum invested to final maturities beyond the period end will be:

	2018/19	2019/20	2020/21
Limit on principal invested beyond year end	£5m	£5m	£5m

Other Items

There are a number of additional items that the Council is obliged by CIPFA or CLG to include in its Treasury Management Strategy.

Policy on the use of financial derivatives: Local authorities have previously made use of financial derivatives embedded into loans and investments both to reduce interest rate risk (e.g. interest rate collars and forward deals) and to reduce costs or increase income at the expense of greater risk (e.g. LOBO loans and callable deposits). The general power of competence in Section 1 of the *Localism Act 2011* removes much of the uncertainty over local authorities' use of standalone financial derivatives (i.e. those that are not embedded into a loan or investment).

The Council will only use standalone financial derivatives (such as swaps, forwards, futures and options) where they can be clearly demonstrated to reduce the overall level of the financial risks that the Council is exposed to. Additional risks presented, such as credit exposure to derivative counterparties, will be taken into account when determining the overall level of risk. Embedded derivatives, including those present in pooled funds and forward starting transactions, will not be

subject to this policy, although the risks they present will be managed in line with the overall treasury risk management strategy.

Financial derivative transactions may be arranged with any organisation that meets the approved investment criteria. The current value of any amount due from a derivative counterparty will count against the counterparty credit limit and the relevant foreign country limit.

Investment training: The needs of the Council's treasury management staff for training in investment management are assessed regularly as part of the staff appraisal process, and additionally when the responsibilities of individual members of staff change.

Staff regularly attend training courses, seminars and conferences provided by Arlingclose and CIPFA. Relevant staff are also encouraged to study professional qualifications from CIPFA, the Association of Corporate Treasurers and other appropriate organisations.

Investment advisers: The Council has appointed Arlingclose Limited from April 2017 as treasury management advisers and receives specific advice on investment, debt and capital finance issues. The Council receives regular news, markets and regulatory updates and holds twice-yearly client review meetings.

Investment of money borrowed in advance of need: The Council may, from time to time, borrow in advance of need, where this is expected to provide the best long-term value for money. Since amounts borrowed will be invested until spent, the Council is aware that it will be exposed to the risk of loss of the borrowed sums, and the risk that investment and borrowing interest rates may change in the intervening period. These risks will be managed as part of the Council's overall management of its treasury risks.

The total amount borrowed will not exceed the authorised borrowing limit of £225 million. The maximum period between borrowing and expenditure is expected to be two years, although the Council is not required to link particular loans with particular items of expenditure.

Financial Implications

The budget for treasury investment income in 2018/19 is £42k, based on an average investment portfolio of £12 million at an interest rate of 0.35%. The budget for debt interest paid in 2018/19 is £2.1 million, based on an average debt portfolio of £62.6 million at an average interest rate of 1.66%. If actual levels of investments and borrowing, and actual interest rates differ from those forecast, performance against budget will be correspondingly different.

Other Options Considered

The CLG Guidance and the CIPFA Code do not prescribe any particular treasury management strategy for local authorities to adopt. The Chief Finance Officer, having consulted the Lead Member for Financial Management and the Chairman of Accounts, Audit and Risk Committee, believes that the above strategy represents an appropriate balance between risk management and cost effectiveness. Some alternative strategies, with their financial and risk management implications, are listed below.

Alternative	Impact on income and expenditure	Impact on risk management
Invest in a narrower range of counterparties and/or for shorter times	Interest income will be lower	Lower chance of losses from credit related defaults, but any such losses may be greater

Invest in a wider range of counterparties and/or for longer times	Interest income will be higher	Increased risk of losses from credit related defaults, but any such losses may be smaller
Borrow additional sums at long-term fixed interest rates	Debt interest costs will rise; this is unlikely to be offset by higher investment income	Higher investment balance leading to a higher impact in the event of a default; however long-term interest costs may be more certain
Borrow short-term or variable loans instead of long-term fixed rates	Debt interest costs will initially be lower	Increases in debt interest costs will be broadly offset by rising investment income in the medium term, but long-term costs may be less certain
Reduce level of borrowing	Saving on debt interest is likely to exceed lost investment income	Reduced investment balance leading to a lower impact in the event of a default; however long-term interest costs may be less certain

Prudential Indicators 2018/19

The Local Government Act 2003 requires the Council to have regard to the Chartered Institute of Public Finance and Accountancy's *Prudential Code for Capital Finance in Local Authorities* (the Prudential Code) when determining how much money it can afford to borrow. The objectives of the Prudential Code are to ensure, within a clear framework, that the capital investment plans of local authorities are affordable, prudent and sustainable, and that treasury management decisions are taken in accordance with good professional practice. To demonstrate that the Council has fulfilled these objectives, the Prudential Code sets out the following indicators that must be set and monitored each year.

Estimates of Capital Expenditure: The Council's planned capital expenditure and financing may be summarised as follows.

Capital Expenditure and Financing	2017/18 Revised £m	2018/19 Estimate £m	2019/20 Estimate £m	2020/21 Estimate £m
Total Expenditure	119.2	52.0	43.6	21.7
Capital Receipts	0	0	0	9.6
Government Grants	0.4	0.4	0.4	0.4
Revenue - MRP	0	1.5	1.5	1.5
Borrowing	118.8	50.1	41.7	10.2
Total Financing	119.2	52.0	43.6	21.7

Estimates of Capital Financing Requirement: The Capital Financing Requirement (CFR) measures the Council's underlying need to borrow for a capital purpose.

Capital Financing Requirement	31.03.18 Revised £m	31.03.19 Estimate £m	31.03.20 Estimate £m	31.03.21 Estimate £m
Total CFR	152.4	202.5	244.2	254.4

The CFR is forecast to rise by £221.2m over the next four years as capital expenditure financed by debt outweighs resources put aside for debt repayment.

Gross Debt and the Capital Financing Requirement: In order to ensure that over the medium term debt will only be for a capital purpose, the Council should ensure that debt does not, except in the short term, exceed the total of capital financing requirement in the preceding year plus the estimates of any additional capital financing requirement for the current and next two financial years. This is a key indicator of prudence.

Debt	31.03.18 Revised £m	31.03.19 Estimate £m	31.03.20 Estimate £m	31.03.21 Estimate £m
Borrowing/Total Debt	101.4	151.5	193.2	203.4

Total debt is expected to remain below the CFR during the forecast period.

Operational Boundary for External Debt: The operational boundary is based on the Council's estimate of most likely (i.e. prudent but not worst case) scenario for external debt. It links directly to the Council's estimates of capital expenditure, the capital financing requirement and cash flow requirements, and is a key management tool for in-year monitoring. Other long-term liabilities comprise finance lease, Private Finance Initiative and other liabilities that are not borrowing but form part of the Council's debt.

Operational Boundary	2017/18 Revised £m	2018/19 Estimate £m	2019/20 Estimate £m	2020/21 Estimate £m
Borrowing/Total Debt	195	205	205	205

Authorised Limit for External Debt: The authorised limit is the affordable borrowing limit determined in compliance with the Local Government Act 2003. It is the maximum amount of debt that the Council can legally owe. The authorised limit provides headroom over and above the operational boundary for unusual cash movements.

Authorised Limit	2017/18 Limit £m	2018/19 Limit £m	2019/20 Limit £m	2020/21 Limit £m
Borrowing/Total Debt	215	225	225	225

Ratio of Financing Costs to Net Revenue Stream: This is an indicator of affordability and highlights the revenue implications of existing and proposed capital expenditure by identifying the proportion of the revenue budget required to meet financing costs, net of investment income.

Ratio of Financing Costs to Net Revenue Stream	2017/18 Revised %	2018/19 Estimate %	2019/20 Estimate %	2020/21 Estimate %
General Fund	1.9	10.4	13.8	15.9

Incremental Impact of Capital Investment Decisions: This is an indicator of affordability that shows the impact of capital investment decisions on Council Tax levels. The incremental impact is the difference between the total revenue budget requirement of the current approved capital programme and the revenue budget requirement arising from the capital programme proposed.

Incremental Impact of Capital Investment Decisions	2018/19 Estimate £	2019/20 Estimate £	2020/21 Estimate £
General Fund - increase in annual band D Council Tax	-	-	-

The additional income generated by the proposed capital programme is expected to exceed the additional financing costs so will not require an increase in Council Tax.

Adoption of the CIPFA Treasury Management Code: The Council adopted the Chartered Institute of Public Finance and Accountancy's *Treasury Management in the Public Services: Code of Practice 2011 Edition* in 2013. It fully complies with the Codes recommendations.

Annual Minimum Revenue Provision Statement 2018/19

Where the Council finances capital expenditure by debt, it must put aside resources to repay that debt in later years. The amount charged to the revenue budget for the repayment of debt is known as Minimum Revenue Provision (MRP), although there has been no statutory minimum since 2008. The Local Government Act 2003 requires the Council to have regard to the Department for Communities and Local Government's *Guidance on Minimum Revenue Provision* (the CLG Guidance) most recently issued in 2012.

The broad aim of the CLG Guidance is to ensure that debt is repaid over a period that is either reasonably commensurate with that over which the capital expenditure provides benefits, or, in the case of borrowing supported by Government Revenue Support Grant, reasonably commensurate with the period implicit in the determination of that grant.

The CLG Guidance requires the Council to approve an Annual MRP Statement each year, and recommends a number of options for calculating a prudent amount of MRP. The following statement incorporates options recommended in the Guidance as well as locally determined prudent methods.

For unsupported capital expenditure incurred after 31st March 2008, MRP will be determined by charging the expenditure over the expected useful life of the relevant asset in equal instalments, starting in the year after the asset becomes operational. MRP on purchases of freehold land will be charged over 50 years. MRP on expenditure not related to fixed assets but which has been capitalised by regulation or direction will be charged over 20 years.

For capital expenditure loans to third parties that are repaid in instalments of principal, the Council will make nil MRP, but will instead apply the capital receipts arising from principal repayments to reduce the capital financing requirement instead.

Capital expenditure incurred during 2018/19 will not be subject to a MRP charge until 2019/20.

Based on the Council's latest estimate of its Capital Financing Requirement on 31st March 2018, the budget for MRP has been set as follows:

	31.03.2018 Estimated CFR £m	2018/19 Estimated MRP £
Unsupported capital expenditure after 31.03.2008	98.5	1.5
Loans to other bodies repaid in instalments	53.9	Nil
Total General Fund	152.4	1.5

Appendix A - Arlingclose Economic & Interest Rate Forecast November 2017

Underlying assumptions:

- In a 7-2 vote, the MPC increased Bank Rate in line with market expectations to 0.5%. Dovish accompanying rhetoric prompted investors to lower the expected future path for interest rates. The minutes re-emphasised that any prospective increases in Bank Rate would be expected to be at a gradual pace and to a limited extent.
- Further potential movement in Bank Rate is reliant on economic data and the likely outcome of the EU negotiations. Policymakers have downwardly assessed the supply capacity of the UK economy, suggesting inflationary growth is more likely. However, the MPC will be wary of raising rates much further amid low business and household confidence.
- The UK economy faces a challenging outlook as the minority government continues to negotiate the country's exit from the European Union. While recent economic data has improved, it has done so from a low base: UK Q3 2017 GDP growth was 0.4%, after a 0.3% expansion in Q2.
- Household consumption growth, the driver of recent UK GDP growth, has softened following a contraction in real wages, despite both saving rates and consumer credit volumes indicating that some households continue to spend in the absence of wage growth. Policymakers have expressed concern about the continued expansion of consumer credit; any action taken will further dampen household spending.
- Some data has held up better than expected, with unemployment continuing to decline and house prices remaining relatively resilient. However, both of these factors can also be seen in a negative light, displaying the structural lack of investment in the UK economy post financial crisis. Weaker long term growth may prompt deterioration in the UK's fiscal position.
- The depreciation in sterling may assist the economy to rebalance away from spending. Export volumes will increase, helped by a stronger Eurozone economic expansion.
- Near-term global growth prospects have continued to improve and broaden, and expectations of inflation are subdued. Central banks are moving to reduce the level of monetary stimulus.
- Geo-political risks remains elevated and helps to anchor safe-haven flows into the UK government bond (gilt) market.

Forecast:

- The MPC has increased Bank Rate, largely to meet expectations they themselves created. Future expectations for higher short term interest rates are subdued. On-going decisions remain data dependant and negotiations on exiting the EU cast a shadow over monetary policy decisions.
- Our central case for Bank Rate is 0.5% over the medium term. The risks to the forecast are broadly balanced on both sides.
- The Arlingclose central case is for gilt yields to remain broadly stable across the medium term. Upward movement will be limited, although the UK government's seemingly deteriorating fiscal stance is an upside risk.

	Dec-17	Mar-18	Jun-18	Sep-18	Dec-18	Mar-19	Jun-19	Sep-19	Dec-19	Mar-20	Jun-20	Sep-20	Dec-20	Average
Official Bank Rate														
Upside risk	0.00	0.00	0.00	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.19
Arlingclose Central Case	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Downside risk	0.00	0.00	0.00	0.00	0.00	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.15
3-month LIBID rate														
Upside risk	0.10	0.10	0.10	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.22
Arlingclose Central Case	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Downside risk	-0.10	-0.10	-0.15	-0.15	-0.15	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.20
1-yr LIBID rate														
Upside risk	0.15	0.15	0.20	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.27
Arlingclose Central Case	0.70	0.70	0.70	0.70	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.77
Downside risk	-0.15	-0.20	-0.30	-0.30	-0.30	-0.30	-0.30	-0.30	-0.30	-0.30	-0.30	-0.30	-0.15	-0.26
5-yr gilt yield														
Upside risk	0.20	0.25	0.25	0.25	0.30	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.40	0.32
Arlingclose Central Case	0.75	0.75	0.80	0.80	0.80	0.85	0.90	0.90	0.95	0.95	1.00	1.05	1.10	0.89
Downside risk	-0.20	-0.20	-0.25	-0.25	-0.25	-0.35	-0.40	-0.40	-0.40	-0.40	-0.40	-0.40	-0.40	-0.33
10-yr gilt yield														
Upside risk	0.20	0.25	0.25	0.25	0.30	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.40	0.32
Arlingclose Central Case	1.25	1.25	1.25	1.25	1.25	1.30	1.30	1.35	1.40	1.45	1.50	1.55	1.55	1.36
Downside risk	-0.20	-0.25	-0.25	-0.25	-0.25	-0.30	-0.35	-0.40	-0.40	-0.40	-0.40	-0.40	-0.40	-0.33
20-yr gilt yield														
Upside risk	0.20	0.25	0.25	0.25	0.30	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.40	0.32
Arlingclose Central Case	1.85	1.85	1.85	1.85	1.85	1.90	1.90	1.95	1.95	2.00	2.05	2.05	2.05	1.93
Downside risk	-0.20	-0.30	-0.25	-0.25	-0.30	-0.35	-0.40	-0.45	-0.50	-0.50	-0.50	-0.50	-0.50	-0.38
50-yr gilt yield														
Upside risk	0.20	0.25	0.25	0.25	0.30	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.40	0.32
Arlingclose Central Case	1.70	1.70	1.70	1.70	1.70	1.75	1.80	1.85	1.90	1.95	1.95	1.95	1.95	1.82
Downside risk	-0.30	-0.30	-0.25	-0.25	-0.30	-0.35	-0.40	-0.45	-0.50	-0.50	-0.50	-0.50	-0.50	-0.39



Joint Pay Policy Statement 2018-19

1. Definition and Scope

This Pay Policy Statement sets out the Councils' policies towards a range of issues relating to the pay of the workforce, in particular Chief Officers, Deputy Chief Officers and the lowest paid staff.

In accordance with the requirements of the Localism Act 2011, the Pay Policy Statement will be agreed by the Councils for each financial year and will be published on the Councils' websites. This statement can be amended during the financial year, providing any changes are approved by Full Council at both Councils.

All decisions on pay and reward for Chief Officers and Deputy Chief Officers will comply with this Pay Policy Statement.

Councillors at both Councils will be given the opportunity to vote before salary packages are offered in respect of any new appointment to a joint role where the annual salary package is £100,000 or over. In the event that the relevant post is not shared the Councillors of the employing Council concerned will be given this opportunity.

"Chief Officer" is defined as the Chief Executive Officer and all Directors. Deputy Chief Officers are an officer who reports to a Chief Officer other than in a purely administrative role.

This comprises:

- 1 Joint Chief Executive (Head of Paid Service)*
- 4 Executive Joint Directors (including Section 151 Officer)*
- 1 Joint Director

- 14 Assistant Directors (including Monitoring Officer)*

*Statutory appointments which the Councils' are required to have in the interests of effective corporate governance.

It should be noted that the organisations are currently implementing a senior management restructure, several of the chief officer or deputy chief officer posts are vacant and therefore the detail above may change during 2018/19.

Whilst the majority of Chief Officer roles are shared jointly between the two Councils, the Councils split responsibility for being the employer. The posts detailed above include officers employed by each Council.

Date: February 2018

A decision on which Council employs members of the team is made in relation to each appointment but salary and all other terms and conditions are identical irrespective of which organisation has the employment relationship.

At a time when the Councils and the wider economy are facing financial pressure and uncertainty, it is understandable that there are high levels of interest in, and scrutiny of, the Council's senior management pay and reward structures.

In the context of managing scarce public resources, remuneration at all levels needs to be adequate to secure and retain high-quality employees dedicated to the service of the public, but at the same time needs to avoid being unnecessarily generous or otherwise excessive (and being seen as such).

2. Determination of pay levels

Following a job evaluation and benchmarking exercise, conducted under the Hay Group Job Evaluation Scheme ('Hay Scheme') in 2017 and completed as part of a senior management restructure, the Councils formally adopted a salary scale for Chief Officers. The 'Hay Scheme' is a systematic process for ranking jobs logically and fairly by comparing job against job or against a pre-determined scale to determine the relative importance of jobs to an organisation. The salary scale for the Councils' Chief Officers is published on our websites.

The salary scale for the Joint Chief Executive post was considered when recruitment was undertaken in 2017.

Any subsequent new posts will be evaluated using the Hay Scheme and paid in accordance with the published salary scale.

3. Determination of individual pay levels within grade

(a) On appointment

The Joint Chief Executive and other Chief Officers are appointed to a salary within a range as below.

Table 1: Chief Officers' Pay Structure

Chief Executive	CEX4	£147,392.50
	CEX3	£143,156.74
	CEX2	£138,922.01
	CEX1	£134,686.25
Executive Director	ED9	£102,381.32
	ED8	£97,774.59
	ED7	£94,686.98
	ED6	£92,628.56
Director	ED5	£85,938.72
	ED4	£84,870.44
	ED3	£83,802.18
	ED2	£82,733.92
	ED1	£81,665.66

Date: February 2018

Assistant Director - Level 2	AD10	£77,983.45
	AD9	£76,915.19
	AD8	£75,846.91
	AD7	£74,778.65
	AD6	£73,710.38
Assistant Director - Level 1	AD5	£69,437.32
	AD4	£68,369.05
	AD3	£67,300.79
	AD2	£66,232.52
	AD1	£65,164.26

For Chief Officers the point at which officers are appointed to the scale is determined by the Joint Commissioning Committee when the offer is made. Factors taken into account are:

- Skills and experience
- Current salary
- Market factors

Where the conditions of the scheme are met, new appointments may also access financial support for relocation up the amount specified within the policy which is published on the Councils' websites.

The Councils do not currently operate a system of 'earn-back' pay for Chief (or Deputy Chief) Officers, where an element of their pay is 'at risk' and has to be earned back each year through meeting pre-agreed objectives.

(b) Progression through the pay scales

The Joint Chief Executive is employed on a pay scale where progression is subject to increased effectiveness and performance as agreed by the Joint Commissioning Committee (JCC). The salary is also subject to pay awards as agreed by the Joint Commissioning Committee.

Progression through the pay scale each year for Chief Executive, Executive Directors, Directors and Assistant Directors is subject to the overall organisation objectives being met as detailed within the corporate plans and subject to there being no individual performance issues. In the latter case incremental progression can be withheld pending improvement. For individuals who perform exceptionally well there is discretion to accelerate progression within the scale. This discretion is delegated to the Joint Chief Executive in consultation with the Leaders of the Councils. In the event that organisational objectives are not met there is no incremental progression.

(c) Additional pay

Bonus/performance related pay

Chief Officers do not receive any bonus payments or performance related pay.

Cost of living pay awards (annual)

The Councils conduct their own local annual pay negotiations with Unison to determine whether an annual cost of living pay award will be applied and what the value/terms may be.

Date: February 2018

Cost of living pay awards are considered separately by the Joint Commissioning Committee (JCC) annually following settlement or decision (as appropriate) in relation to the cost of living pay award's for mainstream staff and takes into account a range of factors including national agreements, local agreements, the economy, affordability and so on.

Returning Officer fees

The Joint Chief Executive is also appointed by the Councils as their Returning Officer. This is a separate appointment to the Joint Chief Executive's substantive employment.

The Returning Officer's fee is paid separately from and in addition to the Joint Chief Executive's salary. The Returning Officer's fee is set by the Councils for district and parish elections but determined either by central government or another determining body e.g. the County Council, European Parliament or Electoral Commission for other elections.

Elections fees

Election duties performed by Chief Officers' are separate to their substantive employment by the Councils and are paid separately from their salary at levels determined by Returning Officer. This reflects the very significant additional duties undertaken by staff volunteering to carry out election duties over and above their normal contractual council responsibilities. Such staff are employed by the Returning Officer and not the Councils for these duties. In setting fee levels, the Returning Officer takes into account a range of factors, including levels of responsibility and expertise required.

4. When employment ends

A Chief Officer or Deputy Chief Officer who ceases employment with the Council may be entitled to a severance payment if they are being dismissed either on grounds of redundancy or in the interests of the efficient exercise of the Councils' functions. The procedure applicable in these circumstances is governed by the Councils' Organisational Change Policy.

The Councils' Pensions Discretion Policy sets out the discretions which the Councils are able to exercise in the case of employees. The procedure for approving the application of any pension discretion is contained within this policy.

The Pensions Discretion Policies of each Council make clear that the abatement provisions of the Local Government Pension scheme will apply if an employee, who is in receipt of a LGPS pension, is re-employed by either Council at a rate that results in their new pay plus pension being higher than the pay in the job from which they retired.

Officers who have received a redundancy payment and/or early access to their pension may only be re-employed by either Council on an exception basis, for a specific purpose and explicit agreement of the Joint Chief Executive in consultation with the Leader of each Council, must be given.

5. Terms and conditions of employment

The Joint Chief Executive's terms and conditions of employment are agreed locally taking into account a number of factors including national and market context.

Terms and conditions of employment are also agreed locally for all other employees. These may be amended from time to time by the Councils and agreements made with the Joint Commissioning

Date: February 2018

Committee and employee representative bodies. During 2018/19 it is anticipated that South Northamptonshire Council and Cherwell District will seek to harmonise terms and conditions as part of their shared service partnership. It is expected that local negotiation of terms will remain.

6. Remuneration of the lowest paid employees

(a) Cherwell District Council

The remuneration of the lowest-paid employees at Cherwell District Council is determined by the application of the Greater London Provincial Council Job Evaluation Scheme ('GLPC Scheme'). The GLPC developed and adopted this scheme for use by London boroughs and later extended its use more widely. Its aim is to operate grading arrangements based on principles of fairness, transparency, and consistency.

The lowest paid employee is on Grade 1A of the pay structure. The current rate of pay for this post is £15,255 per annum (excluding an inflationary increase which is still subject to agreement for 2018/19).

The pay multiple (that is the ratio between the highest paid earner and the average mean earnings of the whole workforce) is 5.12.

(b) South Northamptonshire Council

The remuneration of the lowest paid employees at South Northamptonshire Council is determined by the application of the Hay Job Evaluation Scheme and the pay structure.

The lowest paid employee is on Grade 11 SCP 5 of the pay structure. The current rate of pay for this post is £18,442 per annum (excluding an inflationary increase which is still subject to agreement for 2018/19).

The pay multiple (that is the ratio between the highest paid earner and the average mean earnings of the whole workforce) is 3.62.

(c) National living wage

With the exception of Apprentices both Cherwell District Council and South Northamptonshire Council will be compliant with the national living wage.

7. Relationship between the remuneration of the Councils' Chief Officers, Deputy Chief Officers and other Officers

The Councils' policies in respect of Chief Officer, Deputy Chief Officer pay and other mainstream employees vary only in the application of allowances for additional working hours.

Chief Officers and Deputy Chief Officers are expected to work the number of hours required to properly perform their duties including out of hours and emergency cover. No additional allowances are paid in respect of these duties.

Chief Officers' and Deputy Chief Officers incremental progression is dependent on achievement of corporate objectives and individual performance and may be withheld or accelerated on this basis.

Date: February 2018

Minute Item 87

2018/19	CALCULATIONS REQUIRED BY SECTIONS 32 to 36 OF THE LOCAL GOVERNMENT FINANCE ACT 1992								
	CALCULATIONS AT BAND D								
	TAX BASE 2018/19	PARISH PRECEPT 2018/19	2018/19					POLICE BAND D	TOTAL COUNCIL TAX
			PARISH NEEDS	CHERWELL NEEDS	PARISH & CHERWELL	COUNTY BAND D	£		
£	£	£	£	£	£	£	£		
Adderbury	1,306.0	47,007.00	35.99	123.50	159.49	1,426.19	182.28	1,767.96	
Ambrosden	720.5	22,000.00	30.53	123.50	154.03	1,426.19	182.28	1,762.50	
Ardley	262.2	12,672.00	48.33	123.50	171.83	1,426.19	182.28	1,780.30	
Arncott	319.0	15,500.00	48.59	123.50	172.09	1,426.19	182.28	1,780.56	
Banbury	14,603.9	1,783,428.00	122.12	123.50	245.62	1,426.19	182.28	1,854.09	
Barford	266.7	8,250.00	30.93	123.50	154.43	1,426.19	182.28	1,762.90	
Begbroke	355.3	27,944.00	78.65	123.50	202.15	1,426.19	182.28	1,810.62	
Bicester	11,253.2	1,399,420.00	124.36	123.50	247.86	1,426.19	182.28	1,856.33	
Blackthorn	149.5	11,548.00	77.24	123.50	200.74	1,426.19	182.28	1,809.21	
Bletchington	392.8	21,000.00	53.46	123.50	176.96	1,426.19	182.28	1,785.43	
Bloxham	1,471.5	£89,962.26	61.14	123.50	184.64	1,426.19	182.28	1,793.11	
Bodicote	895.0	30,094.00	33.62	123.50	157.12	1,426.19	182.28	1,765.59	
Bourton	310.8	11,845.00	38.11	123.50	161.61	1,426.19	182.28	1,770.08	
Broughton	122.0	5,250.00	43.03	123.50	166.53	1,426.19	182.28	1,775.00	
Bucknell	103.0	5,545.00	53.83	123.50	177.33	1,426.19	182.28	1,785.80	
Caversfield	556.3	5,420.00	9.74	123.50	133.24	1,426.19	182.28	1,741.71	
Charlton on Otmoor	199.6	6,500.00	32.57	123.50	156.07	1,426.19	182.28	1,764.54	
Chesterton	420.0	22,500.00	53.57	123.50	177.07	1,426.19	182.28	1,785.54	
Claydon	138.0	9,699.00	70.28	123.50	193.78	1,426.19	182.28	1,802.25	
Cottisford	71.8	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Cropredy	302.1	10,622.84	35.16	123.50	158.66	1,426.19	182.28	1,767.13	
Deddington	970.0	42,960.00	44.29	123.50	167.79	1,426.19	182.28	1,776.26	
Drayton	93.2	5,000.00	53.65	123.50	177.15	1,426.19	182.28	1,785.62	
Duns Tew	233.7	21,215.00	90.78	123.50	214.28	1,426.19	182.28	1,822.75	
Epwell	138.5	4,237.00	30.59	123.50	154.09	1,426.19	182.28	1,762.56	
Fencot and Murcott	124.6	3,000.00	24.08	123.50	147.58	1,426.19	182.28	1,756.05	
Finnere	216.8	11,330.00	52.26	123.50	175.76	1,426.19	182.28	1,784.23	
Fringford	260.2	12,500.00	48.04	123.50	171.54	1,426.19	182.28	1,780.01	
Fritwell	272.3	6,600.00	24.24	123.50	147.74	1,426.19	182.28	1,756.21	
Godington	20.7	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Gosford and Water Eaton	533.5	55,058.00	103.20	123.50	226.70	1,426.19	182.28	1,835.17	
Hampton Gay and Poyle	79.3	2,500.00	31.53	123.50	155.03	1,426.19	182.28	1,763.50	
Hanwell	125.5	5,000.00	39.84	123.50	163.34	1,426.19	182.28	1,771.81	
Hardwick with Tusmore	37.6	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Hethe	109.0	3,800.00	34.86	123.50	158.36	1,426.19	182.28	1,766.83	
Hook Norton	998.7	80,000.00	80.10	123.50	203.60	1,426.19	182.28	1,812.07	
Horley	161.8	6,750.00	41.72	123.50	165.22	1,426.19	182.28	1,773.69	
Horton	163.6	9,500.00	58.07	123.50	181.57	1,426.19	182.28	1,790.04	
Horton cum Studley	249.2	7,875.00	31.60	123.50	155.10	1,426.19	182.28	1,763.57	
Islip	324.6	18,813.00	57.96	123.50	181.46	1,426.19	182.28	1,789.93	
Kidlington	4,885.1	678,400.00	138.87	123.50	262.37	1,426.19	182.28	1,870.84	
Kirtlington	438.9	24,000.00	54.68	123.50	178.18	1,426.19	182.28	1,786.65	
Launton	536.6	20,250.00	37.74	123.50	161.24	1,426.19	182.28	1,769.71	
Lower Heyford	213.1	8,113.00	38.07	123.50	161.57	1,426.19	182.28	1,770.04	
Merton	144.6	8,329.00	57.60	123.50	181.10	1,426.19	182.28	1,789.57	
Middle Aston	64.1	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Middleton Stoney	144.7	3,700.00	25.57	123.50	149.07	1,426.19	182.28	1,757.54	
Milcombe	245.0	12,700.00	51.84	123.50	175.34	1,426.19	182.28	1,783.81	
Milton	86.9	150.00	1.73	123.50	125.23	1,426.19	182.28	1,733.70	
Mixbury	118.7	240.00	2.02	123.50	125.52	1,426.19	182.28	1,733.99	
Mollington	232.0	10,900.00	46.98	123.50	170.48	1,426.19	182.28	1,778.95	
Newton Purcell	42.2	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Noke	79.1	2,814.00	35.58	123.50	159.08	1,426.19	182.28	1,767.55	
North Aston	92.5	600.00	6.49	123.50	129.99	1,426.19	182.28	1,738.46	
North Newington	154.9	4,500.00	29.05	123.50	152.55	1,426.19	182.28	1,761.02	
Oddington	67.3	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Piddington	173.6	8,750.00	50.40	123.50	173.90	1,426.19	182.28	1,782.37	
Prescote	6.2	0.00	0.00	123.50	123.50	1,426.19	182.28	1,731.97	
Shenington	224.0	5,077.00	22.67	123.50	146.17	1,426.19	182.28	1,754.64	
Shipton on Cherwell	144.8	5,500.00	37.98	123.50	161.48	1,426.19	182.28	1,769.95	
Shutford	205.3	7,500.00	36.53	123.50	160.03	1,426.19	182.28	1,768.50	
Sibford Ferris	193.5	6,858.00	35.44	123.50	158.94	1,426.19	182.28	1,767.41	
Sibford Gower	241.7	6,400.00	26.48	123.50	149.98	1,426.19	182.28	1,758.45	
Somerton	139.3	11,132.00	79.91	123.50	203.41	1,426.19	182.28	1,811.88	
Souldern	205.4	5,700.00	27.75	123.50	151.25	1,426.19	182.28	1,759.72	
South Newington	151.4	6,304.00	41.64	123.50	165.14	1,426.19	182.28	1,773.61	
Steeple Aston	424.7	28,919.00	68.09	123.50	191.59	1,426.19	182.28	1,800.06	
Stoke Lyne	108.2	4,400.00	40.67	123.50	164.17	1,426.19	182.28	1,772.64	
Stratton Audley	205.7	10,562.00	51.35	123.50	174.85	1,426.19	182.28	1,783.32	
Swalcliffe	108.5	7,236.00	66.69	123.50	190.19	1,426.19	182.28	1,798.66	
Tadmarton	252.7	10,000.00	39.57	123.50	163.07	1,426.19	182.28	1,771.54	
Upper Heyford	788.5	35,797.00	45.40	123.50	168.90	1,426.19	182.28	1,777.37	
Wardington	241.1	12,000.00	49.77	123.50	173.27	1,426.19	182.28	1,781.74	
Wendlebury	189.6	5,059.00	26.68	123.50	150.18	1,426.19	182.28	1,758.65	
Weston on the Green	248.6	18,670.00	75.10	123.50	198.60	1,426.19	182.28	1,807.07	
Wigginton	105.8	3,276.00	30.96	123.50	154.46	1,426.19	182.28	1,762.93	
Wroxtton	286.1	10,000.00	34.95	123.50	158.45	1,426.19	182.28	1,766.92	
Yarnton	1,159.2	83,655.00	72.17	123.50	195.67	1,426.19	182.28	1,804.14	
Total of special items	52,681.6	4,909,836.10	93.20	123.50	216.70	1,426.19	182.28	1,825.17	

2018/19	TAX CALCULATED FOR EACH VALUATION BAND BY CHERWELL							
	VALUATION BAND AND APPROPRIATE PROPORTION							
	6 A £	7 B £	8 C £	9 D £	11 E £	13 F £	15 G £	18 H £
Adderbury	106.33	124.05	141.77	159.49	194.93	230.37	265.82	318.98
Ambrasden	102.69	119.80	136.92	154.03	188.26	222.49	256.72	308.06
Ardley	114.55	133.65	152.74	171.83	210.01	248.20	286.38	343.66
Arncott	114.73	133.85	152.97	172.09	210.33	248.57	286.82	344.18
Banbury	163.75	191.04	218.33	245.62	300.20	354.78	409.37	491.24
Barford	102.95	120.11	137.27	154.43	188.75	223.07	257.38	308.86
Begbroke	134.77	157.23	179.69	202.15	247.07	291.99	336.92	404.30
Bicester	165.24	192.78	220.32	247.86	302.94	358.02	413.10	495.72
Blackthorn	133.83	156.13	178.44	200.74	245.35	289.96	334.57	401.48
Bletchington	117.97	137.64	157.30	176.96	216.28	255.61	294.93	353.92
Bloxham	123.09	143.61	164.12	184.64	225.67	266.70	307.73	369.28
Bodicote	104.75	122.20	139.66	157.12	192.04	226.95	261.87	314.24
Bourton	107.74	125.70	143.65	161.61	197.52	233.44	269.35	323.22
Broughton	111.02	129.52	148.03	166.53	203.54	240.54	277.55	333.06
Bucknell	118.22	137.92	157.63	177.33	216.74	256.14	295.55	354.66
Caversfield	88.83	103.63	118.44	133.24	162.85	192.46	222.07	266.48
Charlton on Otmoor	104.05	121.39	138.73	156.07	190.75	225.43	260.12	312.14
Chesterton	118.05	137.72	157.40	177.07	216.42	255.77	295.12	354.14
Claydon	129.19	150.72	172.25	193.78	236.84	279.90	322.97	387.56
Cottisford	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Cropredy	105.77	123.40	141.03	158.66	193.92	229.18	264.43	317.32
Deddington	111.86	130.50	149.15	167.79	205.08	242.36	279.65	335.58
Drayton	118.10	137.78	157.47	177.15	216.52	255.88	295.25	354.30
Duns Tew	142.85	166.66	190.47	214.28	261.90	309.52	357.13	428.56
Epwell	102.73	119.85	136.97	154.09	188.33	222.57	256.82	308.18
Fencot and Murcott	98.39	114.78	131.18	147.58	180.38	213.17	245.97	295.16
Finmere	117.17	136.70	156.23	175.76	214.82	253.88	292.93	351.52
Fringford	114.36	133.42	152.48	171.54	209.66	247.78	285.90	343.08
Fritwell	98.49	114.91	131.32	147.74	180.57	213.40	246.23	295.48
Godington	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Gosford and Water Eaton	151.13	176.32	201.51	226.70	277.08	327.46	377.83	453.40
Hampton Gay and Poyle	103.35	120.58	137.80	155.03	189.48	223.93	258.38	310.06
Hanwell	108.89	127.04	145.19	163.34	199.64	235.94	272.23	326.68
Hardwick with Tusmore	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Hethe	105.57	123.17	140.76	158.36	193.55	228.74	263.93	316.72
Hook Norton	135.73	158.36	180.98	203.60	248.84	294.09	339.33	407.20
Horley	110.15	128.50	146.86	165.22	201.94	238.65	275.37	330.44
Horton	121.05	141.22	161.40	181.57	221.92	262.27	302.62	363.14
Horton cum Studley	103.40	120.63	137.87	155.10	189.57	224.03	258.50	310.20
Islip	120.97	141.14	161.30	181.46	221.78	262.11	302.43	362.92
Kidlington	174.91	204.07	233.22	262.37	320.67	378.98	437.28	524.74
Kirdlington	118.79	138.58	158.38	178.18	217.78	257.37	296.97	356.36
Launton	107.49	125.41	143.32	161.24	197.07	232.90	268.73	322.48
Lower Heyford	107.71	125.67	143.62	161.57	197.47	233.38	269.28	323.14
Merton	120.73	140.86	160.98	181.10	221.34	261.59	301.83	362.20
Middle Aston	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Middleton Stoney	99.38	115.94	132.51	149.07	182.20	215.32	248.45	298.14
Milcombe	116.89	136.38	155.86	175.34	214.30	253.27	292.23	350.68
Milton	83.49	97.40	111.32	125.23	153.06	180.89	208.72	250.46
Mixbury	83.68	97.63	111.57	125.52	153.41	181.31	209.20	251.04
Mollington	113.65	132.60	151.54	170.48	208.36	246.25	284.13	340.96
Newton Purcell	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Noke	106.05	123.73	141.40	159.08	194.43	229.78	265.13	318.16
North Aston	86.66	101.10	115.55	129.99	158.88	187.76	216.65	259.98
North Newington	101.70	118.65	135.60	152.55	186.45	220.35	254.25	305.10
Oddington	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Piddington	115.93	135.26	154.58	173.90	212.54	251.19	289.83	347.80
Prescote	82.33	96.06	109.78	123.50	150.94	178.39	205.83	247.00
Shenington	97.45	113.69	129.93	146.17	178.65	211.13	243.62	292.34
Shipton on Cherwell	107.65	125.60	143.54	161.48	197.36	233.25	269.13	322.96
Shutford	106.69	124.47	142.25	160.03	195.59	231.15	266.72	320.06
Sibford Ferris	105.96	123.62	141.28	158.94	194.26	229.58	264.90	317.88
Sibford Gower	99.99	116.65	133.32	149.98	183.31	216.64	249.97	299.96
Somerton	135.61	158.21	180.81	203.41	248.61	293.81	339.02	406.82
Souldern	100.83	117.64	134.44	151.25	184.86	218.47	252.08	302.50
South Newington	110.09	128.44	146.79	165.14	201.84	238.54	275.23	330.28
Steeple Aston	127.73	149.01	170.30	191.59	234.17	276.74	319.32	383.18
Stoke Lyne	109.45	127.69	145.93	164.17	200.65	237.13	273.62	328.34
Stratton Audley	116.57	135.99	155.42	174.85	213.71	252.56	291.42	349.70
Swalcliffe	126.79	147.93	169.06	190.19	232.45	274.72	316.98	380.38
Tadmarton	108.71	126.83	144.95	163.07	199.31	235.55	271.78	326.14
Upper Heyford	112.60	131.37	150.13	168.90	206.43	243.97	281.50	337.80
Wardington	115.51	134.77	154.02	173.27	211.77	250.28	288.78	346.54
Wendlebury	100.12	116.81	133.49	150.18	183.55	216.93	250.30	300.36
Weston on the Green	132.40	154.47	176.53	198.60	242.73	286.87	331.00	397.20
Wigginton	102.97	120.14	137.30	154.46	188.78	223.11	257.43	308.92
Wroxton	105.63	123.24	140.84	158.45	193.66	228.87	264.08	316.90
Yarnton	130.45	152.19	173.93	195.67	239.15	282.63	326.12	391.34
Total of special items	144.47	168.54	192.62	216.70	264.85	313.01	361.16	433.40