

# Public Document Pack



**Cherwell**

DISTRICT COUNCIL  
NORTH OXFORDSHIRE

**Committee:** Planning Committee  
**Date:** Thursday 8 September 2022  
**Time:** 4.00 pm  
**Venue** Bodicote House, Bodicote, Banbury, Oxon OX15 4AA

## Membership

### **Councillor George Reynolds (Chairman)**

Councillor Andrew Beere  
Councillor John Broad  
Councillor Colin Clarke  
Councillor Ian Corkin  
Councillor Simon Holland  
Councillor Richard Mould  
Councillor Les Sibley  
Councillor Amanda Watkins

### **Councillor Maurice Billington (Vice- Chairman)**

Councillor Rebecca Biegel  
Councillor Hugo Brown  
Councillor Jean Conway  
Councillor Ian Harwood  
Councillor Fiona Mawson  
Councillor Lynn Pratt  
Councillor Dorothy Walker  
Councillor Sean Woodcock

## Substitutes

Councillor Mike Bishop  
Councillor Andrew Crichton  
Councillor Matt Hodgson  
Councillor Adam Nell  
Councillor Douglas Webb  
Councillor Bryn Williams

Councillor Gemma Coton  
Councillor David Hingley  
Councillor Ian Middleton  
Councillor Dr Chukwudi Okeke  
Councillor Fraser Webster  
Councillor Barry Wood

## AGENDA

- 1. Apologies for Absence and Notification of Substitute Members**
- 2. Declarations of Interest**

Members are asked to declare any interest and the nature of that interest which they may have in any of the items under consideration at this meeting

### 3. **Requests to Address the Meeting**

The Chairman to report on any requests to address the meeting.

Please note that the deadline for requests to address the meeting is noon on the working day before the meeting. Addresses can be made virtually or in person.

### 4. **Minutes** (Pages 5 - 9)

To confirm as a correct record the Minutes of the meeting of the Committee held on 11 August 2022.

### 5. **Chairman's Announcements**

To receive communications from the Chairman.

### 6. **Urgent Business**

The Chairman to advise whether they have agreed to any item of urgent business being admitted to the agenda.

### 7. **Proposed Pre-Committee Site Visits (if any)**

The Committee to consider requests for and proposed pre-committee site visits.

Any requests or recommendations for site visits will be published with the written update.

### 8. **Development Brief for Local Plan Partial Review site PR6a – Land East of Oxford Road, North Oxford** (Pages 10 - 170)

Report of the Assistant Director – Planning and Development

#### **Purpose of report**

To seek the Planning Committee's approval of the Development Brief for Local Plan Part 1 Review allocated site PR6a – Land East of Oxford Road, North Oxford.

#### **Recommendations**

The meeting is recommended:

- 1.1 To approve the Development Brief for site PR6a (Land East of Oxford Road, North Oxford) of the Cherwell Local Plan 2011-2031 Partial Review, presented at Appendix 1 to this report.
- 1.2 To authorise the Assistant Director - Planning and Development to publish the Development Brief subject to any necessary presentational or other minor corrections in consultation with the Chairman.

9. **Development Brief for Local Plan Partial Review site PR6b – Land West of Oxford Road, North Oxford** (Pages 171 - 315)

Report of the Assistant Director – Planning and Development

**Purpose of report**

To seek the Planning Committee's approval of the Development Brief for Local Plan Part 1 Review allocated site PR6a – Land West of Oxford Road, North Oxford.

**Recommendations**

The meeting is recommended:

- 1.1 To approve the Development Brief for site PR6b (Land West of Oxford Road, North Oxford) of the Cherwell Local Plan 2011-2031 Partial Review, presented at Appendix 1 to this report.
- 1.2 To authorise the Assistant Director - Planning and Development to publish the Development Brief subject to any necessary presentational or other minor corrections in consultation with the Chairman.

**Planning Applications**

10. **Os Parcel 9078 and 9975 Adjoining Stocking Lane and North of Rattlecombe Road, Stocking Lane, Shenington** (Pages 318 - 359) **22/00489/F**

**Review and Monitoring Reports**

11. **Appeals Progress Report** (Pages 360 - 373)

Report of Assistant Director Planning and Development

**Purpose of report**

To keep Members informed about planning appeal progress including decisions received and the scheduling of public inquiries and hearings for new and current appeals.

**Recommendations**

The meeting is recommended:

- 1.1 To note the position on planning appeals contained within the report.

**Councillors are requested to collect any post from their pigeon hole in the Members Room at the end of the meeting.**

## **Information about this Agenda**

### **Apologies for Absence**

Apologies for absence should be notified to [democracy@cherwell-dc.gov.uk](mailto:democracy@cherwell-dc.gov.uk) or 01295 221534 prior to the start of the meeting.

### **Declarations of Interest**

Members are asked to declare interests at item 2 on the agenda or if arriving after the start of the meeting, at the start of the relevant agenda item.

### **Local Government and Finance Act 1992 – Budget Setting, Contracts & Supplementary Estimates**

Members are reminded that any member who is two months in arrears with Council Tax must declare the fact and may speak but not vote on any decision which involves budget setting, extending or agreeing contracts or incurring expenditure not provided for in the agreed budget for a given year and could affect calculations on the level of Council Tax.

### **Evacuation Procedure**

When the continuous alarm sounds you must evacuate the building by the nearest available fire exit. Members and visitors should proceed to the car park as directed by Democratic Services staff and await further instructions.

### **Access to Meetings**

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named below, giving as much notice as possible before the meeting.

### **Mobile Phones**

Please ensure that any device is switched to silent operation or switched off.

### **Queries Regarding this Agenda**

Please contact Lesley Farrell / Aaron Hetherington, Democratic and Elections  
[democracy@cherwell-dc.gov.uk](mailto:democracy@cherwell-dc.gov.uk), 01295 221534

**Yvonne Rees**  
**Chief Executive**

Published on Wednesday 31 August 2022

## **Cherwell District Council**

### **Planning Committee**

Minutes of a meeting of the Planning Committee held at Bodicote House, Bodicote, Banbury, Oxon OX15 4AA, on 11 August 2022 at 4.00 pm

#### Present:

Councillor George Reynolds (Chairman)  
Councillor Maurice Billington (Vice-Chairman)  
Councillor Andrew Beere  
Councillor Rebecca Biegel  
Councillor John Broad  
Councillor Colin Clarke  
Councillor Ian Corkin  
Councillor Ian Harwood  
Councillor Fiona Mawson  
Councillor Richard Mould  
Councillor Lynn Pratt  
Councillor Les Sibley  
Councillor Dorothy Walker  
Councillor Sean Woodcock

#### Substitute Members:

Councillor Dr Chukwudi Okeke (In place of Councillor Amanda Watkins)  
Councillor Bryn Williams (In place of Councillor Hugo Brown)  
Councillor David Hingley (In place of Councillor Jean Conway)  
Councillor Douglas Webb (In place of Councillor Simon Holland)

#### Apologies for absence:

Councillor Hugo Brown  
Councillor Jean Conway  
Councillor Simon Holland  
Councillor Amanda Watkins

#### Officers:

Alex Chrusciak, Senior Manager - Development Management  
Nat Stock, Minors Team Leader  
Sarah Greenall, Planning Officer – Householder Plus Team  
David Mytton, Solicitor  
Aaron Hetherington, Democratic and Elections Team Leader  
Lesley Farrell, Democratic and Elections Officer

**9. OS Parcel 2778 Grange Farm North West Of Station Cottage, Station Road, Launton.**

Councillor Lynn Pratt, Other Registerable Interest, as a trustee of the hummingbird centre in Launton and would leave the meeting for the duration of the item.

**10. Calthorpe Street West Short Stay Car Park, Calthorpe Street, Banbury, OX16 5EX.**

Councillor Andrew Beere, Other Registerable Interest, as a member of Banbury Town Council which had been consulted on the application.

Councillor Colin Clarke, Other Registerable Interest, as a member of the Executive and would leave the meeting for the duration of the item.

Councillor Ian Corkin, Other Registerable Interest, as a member of the Executive and would leave the meeting for the duration of the item.

Councillor Lynn Pratt, Other Registerable Interest, as a member of the Executive and would leave the meeting for the duration of the item.

Councillor Rebecca Biegel, Other Registerable Interest, as a member of Banbury Town Council which had been consulted on the application.

Councillor Richard Mould, Other Registerable Interest, as a member of the Executive and would leave the meeting for the duration of the item.

49 **Requests to Address the Meeting**

The Chairman advised that requests to address the meeting would be dealt with at each item.

50 **Minutes**

The Minutes of the meeting held on 14 July 2022 were agreed as a correct record and signed by the Chairman.

51 **Chairman's Announcements**

The Chairman made the following announcements:

- The Chairman wanted to publicly thank the Monitoring Officer for answering the letters received by the Planning Committee members, in an efficient manner.
- The Committee were advised that the termination of the Oxfordshire Plan 2050 would not affect the Planning Committee.

52 **Urgent Business**

There were no items of urgent business.

53 **Proposed Pre-Committee Site Visits (if any)**

The Committee considered a proposed site visit to Land Adjoining and at 81 North Street, Fritwell, Oxfordshire, OX27 7QR for application 22/01807/OUT, an outline application with all matters reserved for an extension to a cottage to form pub & cafe / restaurant and 40 no dwellings.

It was proposed by Councillor Williams and seconded by Councillor Pratt that a site visit take place prior to application 22/01807/OUT being considered by the Committee.

**Resolved**

- (1) That a site visit for application 22/01807/OUT be agreed, contrary to the officer recommendation, to take place prior to the application being considered by the Committee.

54 **Allotment Gardens West Of Roebuck Inn And South East Of The Blinking Owl Ph, Banbury Road, North Newington, OX15 6AB**

The Committee considered application 21/01561/F for the erection of one detached dwelling and a detached garage at Allotment Gardens, West of the Roebuck Inn and South East of The Blinking Owl Public House, Banbury Road North Newington, OX15 6AB for Mr Christopher McNally.

Susie Barnes, Local Resident, addressed the Committee in objection to the application.

It was proposed by Councillor Reynolds and seconded by Councillor Webb that application 21/01561/F be refused, contrary to the officer recommendations due to access near a bend in the road in a congested area causing highway safety concerns and the introduction of a new build in a dominating, elevated position in a conservation area with listed buildings.

In reaching its decision the Committee considered the officers report and presentation, and the address of the public speaker.

**Resolved**

- (1) That application 21/01561/F be refused, contrary to the officer's recommendations due to the access being near a bend in the road in an already congested area causing highway safety concerns and the introduction of a new build in a dominating, elevated position in a conservation area with listed buildings. The exact wording of the

reason for refusal be delegated to the Assistant Director for Planning and Development.

55 **OS Parcel 2778 Grange Farm North West Of Station Cottage, Station Road, Launton**

The Committee considered the reason for referral of application 21/04112/OUT, an outline application for the erection of up to 65 dwellings, including up to 8 live-work dwellings (use class sui generis), public open space, access, infrastructure and demolition of existing buildings (all matters reserved except principal means of access from Station Road) at OS Parcel 2778, Grange Farm, North West of Station Cottage, Station Road, Launton for Richborough Estates.

In reaching its decision the Committee considered the officers report and presentation.

**Resolved**

- (1) That authority be delegated to the Assistant Director for Planning and Development, to have regard to the heads of terms set out within the original planning committee report, addendums and planning committee minutes (and any amendments as deemed necessary), to negotiate and complete an agreement containing obligations pursuant to s106 of the town and country planning act 1990 (as amended) relating to the planning appeal in order to meet the requirements of the planning inspector.

56 **Calthorpe Street West Short Stay Car Park, Calthorpe Street, Banbury, OX16 5EX**

The Committee considered application 21/04037/F for an electricity kiosk and 6 no charging stations for Electric Vehicle Charging at Calthorpe Street West Short Stay Car Park Calthorpe Street Banbury OX16 5EX for EZ Charge Limited.

In reaching its decision the Committee considered the officers report and presentation.

**Resolved**

- (1) That permission be granted for application 21/04037/F subject to the following amended conditions:

**CONDITIONS**

**Time Limit**



1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Compliance with Plans**

2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following plans and documents VOWH-LE-1400\_01 D, ACR-O-VOWH-LE-1400\_02 D, ACR-O-VOWH-LE-1400\_03 D, ACR-O-VOWH-LE-1400\_04 D and ACR-O-VOWH-LE-1400\_05 D, and image showing the 'EZC-\_CPC1\_SYSTEM\_SPECIFICATION'.

Reason – For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework. ts: drawing numbers OPAC-SSE-CM-XX-DR-E-0001 Rev 06, ACR-O

57

**Appeals Progress Report**

The Assistant Director Planning and Development submitted a report which informed Members about planning appeal progress including decisions received and the scheduling of public inquiries and hearings for new and current appeals.

**Resolved**

- (1) That the position statement be accepted.

The meeting ended at 5.15 pm

Chairman:

Date:

# Agenda Item 8

**Cherwell District Council**

**Planning Committee**

**8 September 2022**

**Development Brief for Local Plan Partial Review site PR6a – Land East of Oxford Road, North Oxford**

**Report of Assistant Director - Planning and Development**

This report is public.

## **Purpose of report**

To seek the Planning Committee's approval of the Development Brief for Local Plan Part 1 Review allocated site PR6a – Land East of Oxford Road, North Oxford.

## **1.0 Recommendations**

The meeting is recommended:

- 1.1 To approve the Development Brief for site PR6a (Land East of Oxford Road, North Oxford) of the Cherwell Local Plan 2011-2031 Partial Review, presented at Appendix 1 to this report.
- 1.2 To authorise the Assistant Director - Planning and Development to publish the Development Brief subject to any necessary presentational or other minor corrections in consultation with the Chairman.

## **2.0 Introduction**

- 2.1 The Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford's Unmet Housing Need was adopted on 7 September 2020, effectively as a supplement or addendum to the adopted Cherwell Local Plan 2011-2031, and forms part of the statutory Development Plan for the district.
- 2.2 The Partial Review Plan provides a vision for how Oxford's unmet housing needs will be met within Cherwell, which 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.
- 2.3 The Partial Review Plan allocates land to deliver 4400 houses across six sites:
  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

2.4 For each of the six sites, the Local Plan policy includes a requirement for the application to *“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”*. It further states, *“The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council”*.

2.5 The development brief will then be a material consideration in the determination of any future planning applications for the site to which it relates. They will inform developers in progressing their proposals and this committee in determining future planning applications.

2.6 Further to the Partial Review Plan’s requirement, Development Briefs are being prepared for each of the six sites. The first two, relating to sites PR7b and PR9, were approved by Planning Committee in December 2021 and the third was approved by Planning Committee in June 2022. The fourth, here presented, relates to site PR6a.

2.7 Design consultants appointed by the Council have prepared the brief working with officers and with the benefit of input from technical consultees, stakeholders (including Oxford City Council) and public consultation. This report presents the proposed, final brief for approval and in doing so explains how it meets the objectives and policy requirements of the Partial Review Plan.

2.8 The Development Brief has been the subject of public consultation, for six weeks from 26 January to 8 March 2022. This report summarises the representations received and explains what changes have been made in response.

### **3.0 Report Details**

3.1 Policy PR6a of the Partial Review of the Local Plan relates to land to the north of Oxford city and the suburb of Cutteslowe. The site is bounded by farmland to the east leading to the Cherwell River, Oxford fringe and Cutteslowe Park to the south and Oxford Parkway station and the Park & Ride to the north. St Frideswides Farmhouse, a Grade II\* listed building lies to the east. The site, 48ha in total, is almost entirely farmland, with some hedgerows and trees. A farmhouse is located in the north western corner of the site, comprising a large house and several outbuildings/barns. Higher land in the centre of the site contains the ploughed remains of Anglo-Saxon round barrows.

3.2 The site is allocated for 690 homes on 25 hectares of land, of which 50% is required to be affordable housing. There are policy requirements for a primary school on 2.2 hectares of land with two forms of entry, a local centre on 0.5 hectares of land, formal sports, provision of play areas and allotments to adopted standards within the

developable area, an extension to Cutteslowe Park on 11 hectares of land, a green infrastructure corridor on 8 hectares of land, and 3 hectares of land for agricultural use

- 3.3 The Development Brief sets out its background, purpose and status, its structure and the community involvement that has taken place (Chapter 1); the strategic vision and context, the role of the site, its economic relationships and movement corridors (Chapter 2); the planning policy context, spatial context and the site's attributes (Chapter 3); a site appraisal including opportunities and requirements (Chapter 4); the vision and objectives for the site (Chapter 5); then the development principles (Chapter 6); and closes with a section on delivery and monitoring (Chapter 7).
- 3.4 Preparation of the Development Brief included review of baseline information and the planning policy context, preparation and agreement of the scope for the Brief, identification of opportunities and constraints, workshops to establish the vision, the principles concerning movement, water management, landscape, biodiversity, heritage and archaeology, and subsequent workshops and one to one engagements with technical consultees including the preparation of parameter plans, review of early drafts of the Brief and discussion with the site promoters.
- 3.5 The vision for Land East of Oxford Road, North Oxford, set out in Chapter 5 of the Brief, is as follows:

*'The Land east of Oxford Road will become a contemporary urban extension and gateway to Oxford City with its own local centre fronting Oxford Road, that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the west on site PR6b. A high-quality, publicly accessible corridor of green infrastructure at the eastern edge of the site will provide a soft edge to the Cherwell Valley and appropriate setting to the Grade II\* listed St Frideswide Farmhouse, and will connect with east-west green corridors towards the Oxford Road and PR6b. Opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network, including direct delivery of high quality cycle lanes on Oxford Road and connecting to Cutteslowe Park as well as direct delivery of a southbound bus lane on Oxford Road.'*

- 3.6 Each Partial Review policy sets out a detailed list of required elements for the Development Brief. There are common elements to each site, for example:
- a scheme and outline layout for the delivery of the required land uses and associated infrastructure,
  - protection and connection of existing public rights of way (where applicable) and an outline scheme for pedestrian and cycle access to the surrounding countryside,
  - outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment, and
  - an outline scheme for vehicular access by the emergency services.
- 3.7 Policy PR6a sets out the following particular requirements for inclusion in the Development Brief:
- Two points of vehicular access and egress from and to existing highways, primarily from Oxford Road

- 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, with required access to existing property via the site to be maintained
  - Design principles which seek to deliver a connected and integrated extension to Oxford and which respond to the historic setting of the city
  - The sites for the required school and the Local Centre
- 3.8 The Development Brief for PR6a sets the development framework for the site. The parameters for the brief are established by the Local Plan. The brief is intended to provide additional detail to help implement the Local Plan policy and guide the preparation and consideration of applications for planning permission. The brief comprises guidance and not new policy.
- 3.9 The Brief provides a scheme and outline layout for delivery of the required land uses and associated infrastructure. There is no material change in the extent of the residential area between the policy map for the site (page 91 of the Partial Review Plan) and the development framework plan (page 26 of the draft Development Brief). There is no change to the site area.
- 3.10 Following discussion with Oxfordshire County Council, the primary school has been relocated from the southern end of the site to a location north of the footpath which crosses the site from Oxford Road, and the local centre has been moved southward (though still north of the said footpath) so that the two uses are co-located in the interests of place making and good urban design. However, in common with all Partial Review site policies, Policy PR6a allows for the consideration of minor variations in the location of specific land uses where evidence is available. Officers consider this change to be acceptable as a minor variation from the policy requirement. The extent of the developable area has not changed and there is no encroachment into the Green Belt.
- 3.11 It is also to be noted that the area for the local centre is larger than that shown in the policy map for the site, but the intention is that (a) the area covered by the local centre is a mixed use, e.g. includes residential development at upper floors, and (b) it provides flexibility to the developer.
- 3.12 The Development Brief for PR6a provides an outline scheme for vehicular, cycle, pedestrian and wheelchair connectivity within the site, for pedestrian and cycle access to the surrounding countryside, and for vehicular access by the emergency services, which delivers on the requirements set out in the policy for the site. The movement and access network plan is shown at Figure 19 (page 44) and expounded in detail at Section 6.4.5 of the Brief (page 46).
- 3.13 The access strategy for the site has been worked in close collaboration with Oxfordshire County Council as local highway authority. The Brief identifies two vehicular access points to/from Oxford Road, and a third vehicular connection to the northern boundary of the site; and three separate pedestrian/cycle crossing points over the Oxford Road and one additional bus stop. The southern-most of the two vehicular access points onto Oxford Road would be the primary vehicular access point, with the more northern of the two being a left in left out junction. The vehicular

connection to the northern boundary is an egress only point, to provide drivers an alternative means of heading north.

- 3.14 The intention of CDC and OCC has been to limit vehicular entry and exit points onto Oxford Road to aid the smooth flow of traffic on Oxford Road for all modes of transport, in the interests of highway safety and the amenity of highway users. The initial proposal was therefore for two crossroad junctions on Oxford Road, i.e. to align with site PR6b. It became clear to CDC and OCC that the two landowners were proposing different access points for the northern access. Accordingly, the strategy set out in the Development Brief is a solution which seeks to respond to the landowners' proposals (i.e. allows for flexibility as to the location of the northern access for the respective landowners) but delivers a scheme which is appropriate and optimal in highway safety terms.
- 3.15 The Brief also sets out the requirement for five areas of play across the development – one combined local equipped area of play ('LEAP') / neighbourhood area of play / multi games area in the southern part of the developable area close to Cutteslowe Park Cricket Field, two LEAPs – one in the centre of the site just to the north east of the Croudace development and one to the northern end of the site, and two LAPs – one just to the south of the public right of way adjacent to the archaeological feature and the other in the southern part of the site just to the south of the other public right of way. The Brief also provides outline measures for securing net biodiversity gains, provides for the maintenance and enhancement of existing tree lines and hedgerows.
- 3.16 The Development Brief for PR6a sets the design principles for the site, which seek to deliver a connected and integrated extension to Oxford while being sensitive to the historic setting of the City.
- 3.17 The Brief sets out that the built form to the western side of the site, chiefly between Oxford Road and the primary street through the site, will be 3-5 storey houses or apartments. Section 6.3.1 clarifies that the majority of development in this part of the site will be 3 storeys, with 4 and 5 storey buildings being appropriate only in key locations such as movement nodes, corners or vista stops where particular emphasis is required, and that development facing east onto the primary street will be 3 storeys. The eastern part of the site and the development east of the Croudace development will be 2-3 storeys, with 3 storey townhouses and/or apartment buildings close to the primary street and 2-3 storey houses on larger plots overlooking the green corridor. The outline layout for the site sets out the positions of key frontages for buildings.
- 3.18 The Development Brief also sets out development principles in relation to green spaces and community uses, including the green space/park to the north of and connecting with Cutteslowe Park, allotments in the undeveloped land west of St Frideswide farmhouse and the green corridor to the eastern perimeter of the site which is land to be retained within the Green Belt.

#### *Consultation*

- 3.19 The brief was published for public consultation from 26 January to 8 March 2022 by way of advertisement on the Council's website, emails directly to parish councils and technical consultees, and invitations to parish councils to a virtual meeting to raise or seek or clarification on particular matters. A total of 37 representations were received, 13 to the email inbox and 24 via the Let's Talk website. The representations have been made publicly available alongside this report and a schedule containing a

summary of each and officer responses is provided at Appendix 2. A precis is provided below.

## SUMMARY OF REPRESENTATIONS

### Gosford and Water Eaton Parish Council

3.20 The comments raised from Gosford and Water Eaton Parish Council are summarised as follows:

- Believes the development is overdevelopment of Green Belt land which is not within Kidlington Parish but is Gosford and Water Eaton Parish. Point out that brief is incorrectly stating land is within Kidlington Parish.
- Comments on the number of apparent inaccuracies and contradictory points.
- Concerned that the Development Brief is not entirely aligned with the landowners' plans
- Issues outlined within sections 4.2 Site Opportunities and Section 6.0 Development Principles.
- Comments made on position of properties to maximise light and future energy facilities like solar panels.

### Harbord Road Area Residents' Association

3.21 The comments raised by the Harbord Road Area Residents Association are summarised as follows:

- Concerns with commuter parking and believe a Controlled Parking Zone should be put in place to stop this. Also concerns visitors to Cutteslowe Park and new stadium at Stratfield Brake would also park within development.
- Would like to see biodiversity mitigation measures attempting to specifically protect the species that are in decline, but which are known to be present in good numbers and to breed in the area of PR6a. These include Skylarks, Linnets, Yellowhammers and Yellow Wagtails.
- Welcomes some points made within brief but concerns with discharge of effluent into waterways as a result of Thames Water lack of capacity to cope with existing levels of sewage and no provision of additional health facilities.

3.22 Greenway on behalf of the golfers at North Oxford Golf Course

- Concerns with commuter parking and believe a Controlled Parking Zone should be put in place to stop this. Also concerns visitors to Cutteslowe Park and new stadium at Stratfield Brake would also park within development.
- Would like to see biodiversity mitigation measures attempting to specifically protect the species that are in decline, but which are known to be present in good numbers and to breed in the area of PR6a. These include Skylarks, Linnets, Yellowhammers and Yellow Wagtails.
- Welcomes some points made within brief but concerns with discharge of effluent into waterways as a result of Thames Water lack of capacity to cope with existing levels of sewage and no provision of additional health facilities.

### 3.23 St Andrew's Church, Oxford

- Had comments to make on 3 elements of the brief listed below.
- Location of the Primary School – Concerns that the location of the local centre and primary school are not as close as suggested in section 6.6 community infrastructure. Believe that the school should be located further south at the physical centre of the development to be located near the community building. Together they will be able to form the practical heart of the new community.
- Local Centre – Agrees that the local centre should provide a local hub for retail, employment, community services and social interaction, as explained in Section 6.6 on page 57.
- Building a Healthy Community - support the expectation that there should be early planning and provision of health promoting design and infrastructure in order to establish cohesive and connected communities. However, concerns are made as the section does not go beyond expressing this principle in physical terms.

### 3.24 Oxford Cricket Club

- Outlined the threat of possible loss of current facilities within Oxford and propose that PR6B and development within Oxford (Jordan Hill) could be adapted to allow the retention of space for two cricket grounds and a pavilion by creating a site in part of PR6B. This would also retain green space within the proposed development and would be available not only for formal sport but also walking and casual recreation when not in use by the cricket club.

### Members of the Public

3.25 The comments raised from members of the public are summarised as follows:

- Concerns regarding access to current dwellings within the PR6A area.
- How St Frideswide Farmhouse will be affected and the need to preserve the privacy, amenity of the house for the benefit of its residents, visitors and owners.

### Site Promoter Savills on behalf of Christ Church

3.26 The comments raised by Savills on the consultation version of the development brief are as follows:

- Savills outlines 4 key matters that feel should be addressed. These include the need to take account of the work undertaken by Christ Church, format and status of the development, location of the school and Oxford Road frontage.
- More points are made on more minor point relating to consistency etc.

### Avison Young on behalf of Oxford Aviation Services Ltd (Owner of Oxford Airport)

3.27 Would prefer that the development brief sites were not developed for noise sensitive uses like residential. Onus on developers to ensure that suitable noise conditions are created for future occupiers that accounts for the existing noise constraints associated with aircraft movements. Recommends planning permission is subject to



Section 106 obligations that require developer(s) to formally notify future purchasers in writing of the existence of flight paths that cross the sites.

#### Scottish and Southern Electricity Networks

3.28 No comments; had already commented in 2019 at the time of the Cherwell Local Plan Partial Review.

#### Summertown and St Margaret's Neighbourhood Forum

3.29 The comments raised from Summertown and St Margaret's Neighbourhood Forum are summarised as follows:

- Disappointed the Brief does not seem to take the opportunity to provide a 21<sup>st</sup> century development in terms of high-quality design and low carbon development
- Due to proximity of all development brief sites, the Forum suggests there should be an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing, and infrastructure provision (for example traffic, public transport, cycling and pedestrian planning) to secure an integrated approach
- New developments should provide adequate compensation in terms of development quality and environmental protection in and around these sites to reflect the scale of loss of the green belt
- Opportunity to create an innovative delivery mechanism - a public/private partnership to deliver these schemes and capture land value, comprising opportunities for community land trusts and community participation in protecting and managing the environment.

#### Oxfordshire County Council

3.30 The County Council's comments are:

- Advises as to certain additions to the text and outlines some typographical errors and advised of certain additions and amendments to the text of the development brief regarding strategic planning, transport development control, education, biodiversity, innovation and lead local flood authority sections

#### Berkshire Buckinghamshire Oxfordshire Wildlife Trust ('BBOWT')

3.31 BBOWT's comments are:

- Believes site should be considered alongside 6b in relation to the ratio of green spaces provided as provision of green space is inadequate. Proposed a nature reserve should be provided amounting to at least 50ha. Most obvious location for this is proposed extension to Cutteslowe Park.
- Scale of development proposed should be matched by large-scale habitat restoration and enhancement and concerns as to the impacts of the developments on wildlife.

## Officer Response to Representations

3.32 Responses to the representations made are included in the summary schedule at Appendix 2. Several comments relate to matters which either relate to the principle of development – which has already been set in the adoption of the Local Plan – or to matters relevant to the planning application. Where this is the case it has been noted as such in Appendix 2. In certain cases, specific comments have been made by respondents which are not been taken forward in the final Development Brief – where this is the case explanation is provided in the summary schedule at Appendix 2 and further coverage is provided in the paragraphs following this one. Officers are pleased to recommend to planning committee that some minor changes are made to the text of the Development Brief as set out later in this report.

3.33 In response to comments by London Oxford Airport:

- We note the comment that development of the Partial Review sites will introduce new receptors into a potentially noisy environment and that in accordance with ‘agent of change’ principles the existing airport use must not be prejudiced by this. However, the site has been allocated in the Development Plan for residential development.
- The need for detailed noise surveys and associated assessment work will be a relevant matter for planning applications for the site
- There is a need for consistency across the development briefs and those for PR7b and PR9 did not include reference to the need for developers to formally notify future purchasers in writing of the existence of flight paths that cross the sites. Nevertheless, insofar as this is a relevant point it will be picked up at the planning application stage.

3.34 In response to comments by St Andrews Church, Oxford:

- Figure 8 shows the requirement of the adopted planning policy for the site, represented schematically in Fig 7. Neither of these figures is in error. Figure 1 does follow through on the principles set out in para 6.6 by locating the two uses in close proximity to one another. A central location would be preferable purely from an urban design perspective, but unfortunately the constraints presented by the site's changing levels, the archaeology and the extent of the developable area in the central location mean that a central location for these uses is not achievable without harming the archaeological remains or encroaching into the Green Belt. The northern location is not constrained in these ways and is also where the adopted planning policy shows the local centre to be located.
- Co-location of the local centre and the school would be an optimal outcome. However, if this would require a greater area of land then it adds weight to the northern location for these uses. The central location is constrained by the archaeology, the alignment of the green infrastructure corridor and the levels changes within the site.
- Section 6.2 of the development brief sets out the detailed requirements for healthy place shaping. Appendix 4 of the LPPR sets out the community infrastructure required at the site.

3.35 In response to comments by BBOWT:

- Parts 11-13 of Policy PR6a set out the detailed biodiversity requirements for the site
- We note the comment regarding the potential for light pollution and the need to consider lighting strategically and to manage and mitigate the effects of potential light pollution arising from the development. This will be an important consideration for planning application proposals.
- In relation to the management of green infrastructure and an endowment fund, it is important there is consistency across the development briefs and this text was not included for PR7b and PR9.
- Matters relating to the impact of development on protected species of wildlife and to off-site compensation (also raised by Summertown and St Margaret's Neighbourhood Forum) will be relevant considerations for the planning applications but do not require amendment of the Development Brief
- We note the points made in relation to zoning and a hierarchy of access levels of the green areas. It may be that the BIA and BIMP may lead to areas needing to be protected to meet the requirements of Policy PR6a but this information has not been available to inform preparation of the brief, and would need to be determined at the planning application stage.
- We also note the points made in relation to biodiversity features, green roofs, wildlife connectivity and raising community awareness. With regard to green roofs, they are mentioned at Section 6.0 ("The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable") and further text is not considered necessary.
- We note the point made in relation to the area provided for green space and the request for a large nature reserve of at least 50ha and for extension of the red line boundary of the site. The PR6a site covers an area of 48ha so what is requested here would amount to approx. a doubling of the size of the site and, as the response suggests, would require a change to the red line boundary of the site. This goes beyond the remit of the Development Brief and is something which would have been assessed at the time of the formulation of the policy.

3.36 In response to comments by the Harbord Road Area Residents:

- The CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- With regard to the potential for a new stadium at Stratfield Brake, it is not possible to plan in the Development Brief for possible future eventualities.
- We note the concerns with regard the discharge of effluent into waterways and Thames Water capacity, but this relates to matters of principle, which other than location go beyond the scope of the Development Brief. And the requirements of Policy PR6a take precedence in any event.
- Long-term wildlife management and maintenance is required by Policy PR6a and would be secured through planning conditions and planning obligations of any permission given.
- Surveillance of play areas, and LAP requirements for different age groups are things that would be required, whether or not there were Development Briefs for

the site, i.e. there are applicable Local Plan policies and existing supplementary planning guidance, which the Development Briefs cannot stray from.

- Page 181 of the LPPR, Appendix 4 states that there may be a requirement for a GP surgery at PR6a, and this is also mentioned at (4) of Policy PR6a.

### 3.37 In response to comments by Gosford and Water Eaton Parish Council:

- The detailed siting of solar PV panels and the extent to which they are provided will be a relevant consideration for planning applications at the site
- Having regard to the layout shown at Figure 15 it should be possible in certain places across the site to locate the highest building behind / to the north of the lower south facing ones, but it would not seem appropriate to make this a stipulation given the potential impact on dwelling numbers and other development principles.
- Those producing the Development Brief and those formulating the proposals on behalf of the landowner are all having to balance competing considerations, and may give different weight to different requirements and variables. The Council is aware that the land promoter's proposals differ from what is shown in the Development Brief. The land promoter will need to justify their proposals especially where they deviate from policy requirements or what is shown in the final Development Brief.
- The site has been released from the Green Belt only in order to meet Oxford's unmet housing need. Policy PR6a sets out that the development will be an urban extension to Oxford city. Administrative boundaries are not a material consideration for planning proposals.
- Higher density will be achieved through a combination of dwellinghouse typologies and heights of buildings. Later sections of the Development Brief, e.g. Figure 15, set out the requirements in terms of heights of buildings. Mixed use means more than one land use in a given location. Consideration will be given as to whether this warrants explanation in the Development Brief. Page 21 of the Development Brief (5th bullet point under 4.2.2) states "opportunity to consider incorporating the existing farmhouse within the new development".
- We note the points made in relation to levels of parking provision, but this is a development principle arrived at through careful consideration as well as discussion with OCC, and reflects the approaches taken within Oxford. The housing is meeting Oxford's unmet need, i.e. providing for Oxford's needs rather than Cherwell's, so the primacy of Oxford City parking standards is considered appropriate here. We agree with regard to the need for unallocated street parking, and this is reflected on page 47.
- With regard to the level of detail on roads and access, the level of detail in the Development Brief is considered appropriate and in line with that for other Development Briefs. The land promoter's comments indicate they would prefer less detail in the Brief. The level of parking provision is not specified at Section 6.3.2. The aim of the Brief in this section is to set the parking typologies, which will be a combination of on-street, to the sides of dwellings or accessed from the rear, with parking to the front of properties precluded. The green corridor is not part of this character area - it is discussed separately at Section 6.5.
- We note the comments relating to the location of the primary school and local centre. If there were no site constraints, the central location for the school would be preferred. However, one has to take into account site constraints as well as place making principles and without encroaching into the green belt or harming archaeological remains it is not possible to deliver the central location. The central location has no ability to expand in the future. The site shown in the Development

Brief is in the flattest part of the northern area of the site, in a location discussed with the OCC Education team.

- The Local Plan proposals map shows the local centre in the northern part of the site. There is much sense in the local centre and the primary school being adjacent to each other, and that is reflected in the Development Brief. Based on current evidence the central part of the site is not able to accommodate the school without conflicting with Green Belt policy or harming archaeology and so it needs to be located elsewhere - the only other position which works for the school's requirements is that which is shown in the Brief, and which happens to be in the vicinity of where the Local Plan proposals map shows the local centre.
- We note the comments made in relation to building heights. The 2nd bullet point states that "the majority of the area is to be 3 storeys. 4 to 5 storey buildings will be appropriate only in key locations such [as] movement nodes, corners or vista stops in the western part of the character area where particular emphasis is required. To the east the scale is to be 3 storeys fronting the primary street." Having given the matter detailed consideration, the Council considers this to be the most appropriate design response.
- Page 21 of the Development Brief (5th bullet point under 4.2.2) states "opportunity to consider incorporating the existing farmhouse within the new development". It will be noted that Pipal Cottage does not feature in any of the proposals from Figure 12 onwards.
- CDC officers have been in regular discussion with the land promoter team including their transport consultants during the preparation of the Development Brief.
- It is not clear as to where the apparent contradictions lie in relation to sightlines. Sections 1-4 set out the constraints and opportunities, etc. The Development Brief is consistent through from Section 5 onwards, e.g. Figure 15 shows retained long distance views and none of the proposals contradict Figure 15.
- We note the comments relating to hedgerows and trees. The intention is for hedgerow removal to be minimal. The hedgerow in the northern part of the site adjacent to the site's eastern boundary will be added into the development framework, as well as the hedgerow which would bisect the new green space/park in the south-eastern part of the site.
- The intention is that the general principles at 6.4.1 inform the movement and access strategy that follows in the remainder of Section 6.4, and inform the land promoter's proposals, who would prefer the Development Brief to be less prescriptive. We would agree with regard to the location of the cycleways and have discussed this with the land promoter - the development brief will be amended in this regard. The northern location of the school makes use of the cycle and footways through the site in the same way that the central location would.
- The need for development to safeguard the amenities of neighbouring residents is noted and will be a matter for detailed consideration at the planning application or Reserved Matters stage.

### 3.38 In response to comments by Summertown and St Margaret's Neighbourhood Forum:

- We note the request to be consulted on the progress of the development briefs and on future planning applications at the site.
- We note the comment regarding the opportunity for the site to be of high quality design and a low carbon development. The objectives of the Development Brief include to provide comprehensive development of the site, to require high quality

design, and to require traffic calmed safe neighbourhoods. Each Development Brief sets out a vision for the respective site.

- We note the comment regarding the need for an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing and infrastructure provision to secure an integrated approach. This is one of the roles of the development briefs, i.e. to hold each development to the same standards. In addition, Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites.
- Loss of Green Belt - The principle of development has been established through the adoption of the Plan. Appendix 4 of the LPPR sets out the infrastructure requirements across the PR sites; these would be funded by the site developers. Housing - 50% must be Affordable Housing; green belt land has been released for housing on the basis of meeting Oxford's unmet need; Policy BSC4 of the Local Plan requires an appropriate housing mix and provision on sites of this size for extra care, and encourages the provision of specialist housing for older and/or disabled people and those with mental health needs. Impacts re traffic, trees, biodiversity, etc. - this will be a matter for the planning application assessment.
- We note the comment that leaving design, sustainability and infrastructure requirements to Section 106 agreements alone brings risk. However, Section 106 agreements will take precedence over and have more weight than the development brief. Development of the site will be required to conform to the LPPR requirements. The development briefs are intended to guide landowners/developers as to how the site(s) should be developed.
- We note the comment made in relation to self-build and their success at Graven Hill. However, there is no planning policy requirement for the provision of self-build as part of the development.

### 3.39 In response to comments raised by Hodge Jones & Allen on behalf of St Frideswide:

- The point made regarding to access to St Frideswide's is a very important one and will be a relevant consideration at the time of the planning application but is not something that the Development Brief would include
- We note the comments about specifics in relation to St Frideswide's Farmhouse. The principle of development is set by the planning policy for the site. What the Development Brief is: note St Frideswide in Section 3.2 (site context), Figure 9, Section 4.1 and Fig 10 (site constraints), identifies in Fig 10 the high sensitivity of views from within the site towards St Frideswide Farmhouse, states at 4.2.2 that a substantial green buffer will be needed and an open space around the heritage asset(s), capture the above in the development principles at Section 6.3 and 6.3.2 and provides for retained long distance views (Figure 15). It is considered that the Development Brief is appropriately detailed in this regard, and that the specific proposals required to address these issues will need to form part of the planning application

### 3.40 In response to comments raised by Greenway golf:

- Detailed proposals for wildlife habitat will be required with the planning application. Policy PR6a sets out the requirement for a Biodiversity Improvement and Management Plan and this will be one of the key matters for the planning application.
- The retention of key views is picked up in the Development Brief.
- Cycle provision will need to be captured in the planning application submission
- Sewage will be an important material consideration for the planning application

### 3.41 In response to comments raised by members of the public:

- The objectives of segregating traffic are captured in the development brief. It will be a matter for the planning application assessment to ensure these objectives have been met with the proposed development.
- Housing affordability is not within the scope of the Development Brief
- The developers of the site will be required to manage construction traffic - such matters can and will be managed through planning conditions of any permission given
- Housing types and design is something which the Development Brief seeks to address; Local Plan policies will require a locally distinctive character, and the Cherwell Residential Design Guide, Oxford City Council guidance and national planning policy guidance will also all be relevant.
- In relation to cycling routes, it is considered that the detail in the Development Brief is sufficient for the purposes and remit of the Development Brief, which sets out requirements for the development, including enhanced walking and cycling routes. The detailed proposals will come forward as part of planning applications. Other policies, CDC and OCC, set out the requirements for surfacing, etc.
- The Development Brief sets out requirements for the design of cycle ways; speed limits and improvements to junctions it outside the scope of the Development Brief; Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; the location of bike sheds, which has to balance different competing considerations, will be a matter for the assessment of planning applications at the site
- Green corridors are strategically planned and delivered routes of protected natural green space, designed to enable the transit of wildlife and/or cyclists and pedestrians. In this instance it is a corridor between the built environment on one side and the Green Belt on the other.
- Other than the aforesaid green corridor, the site has been removed from the Green Belt through the adoption of the Local Plan Partial Review Plan, which was fully consulted upon, examined in a public inquiry and subsequently (and unsuccessfully) challenged in the high court.
- Figure 1, and Figures 12 onwards, show the layout for the site as required by the Development Brief. Figure 7 shows the indicative locations as set out in the Local Plan proposals map. The policy allows for "minor variations in the location of specific uses...where evidence is available".
- The broadly rectangular parcel of land north of St Frideswide farmhouse with the word 'Orchard' written over it. Section 41 (41) of the Natural Environment and Rural Communities (NERC) Act, which came into force on 1st October 2006, requires the Secretary of State to publish a list of habitats and species which are of principle importance for the conservation of biodiversity in England.
- The local centre and green square will be located within the 'mixed use' area as shown in Figures 12 and 15.
- Policy PR6a requires that any planning application for the site is supported by a Biodiversity Impact Assessment and by a Biodiversity Improvement and Management Plan.
- Discussions with OCC have been taking place and have informed the Development Brief. The landowner's plans are still being formulated and will be submitted for scrutiny in due course; they may be supported or they may not, but they will need to be compliant with Local Plan policies, this Development Brief, and CDC and OCC guidance.

### 3.42 In response to comments raised by Savills:

- The landowner will appreciate the role of the Development Brief in the planning process, and the importance of the brief in setting vision and objectives.
- With regard to the level of detail, most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a development brief: '...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.'
- The school is indeed a key element of the development. If there were no site constraints, the central location would be preferred. However, one has to take into account site constraints as well as place making principles and without encroaching into the green belt and/or reduction in the width/provision of the green corridor or harming archaeological remains it is not possible to deliver the central location. The central location has no ability to expand in the future.
- It is not envisaged that the school would be built over the overland surface water route, but adapted in shape and layout to respect this sustainable drainage feature.
- In the same way that the school should serve both PR6a and PR6b, so should the local centre. As such, its visibility from Oxford Road is important. The vision statement on page 1 is considered appropriate, necessary and of similar length and focus as the vision statements for other Development Briefs.
- Highways requirements need to be balanced against protection of trees (both for ecological and arboricultural reasons) and tree loss avoided where at all possible. If there are transport solutions which avoid tree loss they should be pursued. Removal of trees to facilitate multiple traffic lanes would not retain the rural character of the road.
- We note comments regarding the landowner's logo and authorship of the Development Brief. However, it is considered important and appropriate that there is consistency across the Development Briefs; the land promoter has inputted to this Development Brief; and the other Development Briefs have the same text as currently shown here.
- Regarding the local centre, these areas have been shown indicatively, for discussion as to the best location. It is not envisaged that all of this mixed use land would remain in the final development brief, which would need to reflect the policy requirements for the site. Section 6.3.1 of the Development Brief states that "within the local centre, buildings will have a vertical mix of uses for example ground floor retail and residential or office above. Front doors to upper floor uses are to be integrated into the active street frontage, rather than accessed via the rear." Mixed use is intended to mean that there will be residential use as well as local centre uses. It is evident, though, that 'mixed use' in Figure 1 may be misleading, so it will be replaced by the words "broad location for local centre". It



is considered most appropriate (and efficient) for the allotments to be grouped together. Allotments in the location shown will help retain a sense openness to the setting of St Frideswide's Farmhouse and will be next to the green corridor whilst being within the developable area as required by Policy PR6a. This location is within 800m of all parts of the site as required by Policy BSC11. It is not appropriate for the allotments to be sited in the green infrastructure corridor and there are different reasons (including space efficiency) for them not being dispersed around the site.

- Play areas - Larger stars represent LEAPs and the smaller stars represent LAPs. The stars are intended to show indicative locations. Figure 1 shows the play spaces spread throughout the site. Policy PR6a requires the play areas and allotments to be provided within the developable area, so if the land promoter does propose them in the green spaces this will conflict with policy and will not be supported.
- It didn't seem necessary for a separate walking and cycling route to be shown in yellow on the plans through the centre of the development as the primary street is required to have cycle routes and pavements, as is Oxford Road. However, we understand Savills is keen to see walking/cycling routes more clearly shown and, given there would be a footpath and cycle way in this location anyway, we would be happy to show the walking and cycling route through the centre of the site, in addition to - but not at the expense of - the one through the green infrastructure corridor and providing this central walking & cycling route does not impinge on either the green infrastructure corridor, the archaeological remains or other land uses
- Access strategy - CDC and OCC's aim is to minimise impact to the free flow of traffic on Oxford Road. It is also intended that there will be vehicular access onto the road to the north of the site that serves the park and ride. The \*\* notation is appropriately caveated.
- It is not considered necessary to repeat verbatim point 10(a) to (h) of Policy PR6a. We would disagree that the changes from the LPPR proposals map create uncertainty. The changes that are made constitute minor variations arising from evidence that has become available since the Plan's adoption. The Oxfordshire Street Design Guide isn't referenced in the Development Briefs for PR7b and PR9, so the effect of agreeing the change will be that parking has to be in line with the Oxfordshire Street Design Guide in the case of PR6a but not in the case of PR7b or PR9. And, whether or not is mentioned in the Development Briefs, the Oxfordshire Street Design Guide is/will be a material consideration in the assessment of proposals at PR7b and PR9 despite it not being mentioned in the Development Briefs for those sites, just as it will for proposals at PR7a.
- Figure 4 does not show the primary school and is not intended to. Figure 3 shows the primary school, but the location reflects the LPPR proposals map, as is the case for PR8. Fig 3 is caveated as being "for illustrative purposes only". The location of the school is discussed elsewhere in this spreadsheet.
- Bullets 5 and 6 reflect the Policy PR6a requirements. The landowner may wish to propose their amalgamation, but the policy lists them separately. Bullet 7 will be amended accordingly
- We note the point made in relation to Figure 10, but because views to and from listed buildings are important to its significance irrespective of the status of the land from which those views may be derived Figure 10 will not be amended.
- Re Figure 11, it is not considered necessary or appropriate to move the 'important node'. It is noted that Pipal Cottage and Barns are hidden by the number 4 but if the latter was moved then other identified deficiencies would be true of the number 4. The annotation of St Frideswide is away from the actual building in order that

- it is not over other information, but it is a sensible idea to use to arrow to point to the building itself.
- Re the Park & Ride access, the opportunity exists - land ownership is not an insurmountable constraint. It is not considered appropriate or necessary to amend the wording.
  - For PR6a and PR6b to be planned comprehensively is a key component of an acceptable development and of good urban design. It would water down the essence of the development brief and weaken the outcome, not least from a highways perspective; in short it would be inappropriate to remove this requirement
  - 'Visible and distinctive frontage' is not incompatible with retained trees / new planting, which, as suggested, will create a setting for the strong built frontage behind. That said, it may be that other parts of the Development Brief need to be amended for consistency and to recognise that not all existing trees and hedgerows will be kept along the Oxford Road frontage.
  - The provision of the cycleway will likely require some selective removal of vegetation, and it is recognised the provision of new vehicular accesses will likely also require the same. There isn't the inconsistency suggested by Savills. The first bullet at 6.3.1 also refers to thinning out / removal of some vegetation and refers to retention of the better quality trees. The text at 6.3.1 therefore reflects what is shown in Figure 1 which requires certain groups of trees to be retained "where possible"
  - It is generally agreed that the local centre should be adjacent to the school. A central location has benefits; however, for different reasons the evidence to date shows that the school would have to be in the northern location broadly where shown in the draft Development Brief. The Local Plan proposals map shows the local centre in the north-west corner of the site; this has been adjusted in the draft Brief and flexibility added as to its final location but it remains important for it to be sited adjacent to the school. We don't consider it appropriate or necessary to amend the text of the Brief in relation to encouraging passing trade.
  - It is important, given the affordable housing is to meet Oxford's unmet need, that the bullet point here specifies Oxford City Council policy rather than be more generic as suggested. It is also important to state that there is a preference for social rent tenure.
  - The Development Brief is clear as to what heights of buildings will be considered appropriate, though it is acknowledged that LVIA work may require shorter buildings in some areas of the site.
  - With regard to Savills' comment with continuous frontages, if a frontage is not required to be continuous lots of little gaps appear in development layouts. What is intended here is that other than for roads, footpaths or SuDS features leading from Oxford Road, the frontage will be continuous.
  - With regard to Section 6.4.1, the Cherwell Residential Design Guide should take primacy. The Oxfordshire Street Design Guide isn't referenced in the Development Briefs for PR7b and PR9, so the effect of agreeing the change will be that parking has to be in line with the Oxfordshire Street Design Guide in the case of PR6a but not in the case of PR7b or PR9. And, whether or not is mentioned in the Development Briefs, the Oxfordshire Street Design Guide is/will be a material consideration in the assessment of proposals at PR7b and PR9 despite it not being mentioned in the Development Briefs for those sites, just as it will for proposals at PR7a.
  - The North-South cycle way is a key element of infrastructure to the PR6a development. It would not be appropriate to effectively remove the North-South cycle way from the development.

- In relation to Delivery and Phasing this is a requirement of Policy PR6a and it will be for applicants to explain why may be deferred to a condition of any planning permission. In relation to PRow, the statement would reflect this and be able to concentrate on how the PRows will be incorporated into the development.
- The Water Infrastructure Capacity assessment should form part of / inform the FRA and the Drainage Assessment.
- On-site plot design will need to form part of a detailed planning application or reserved matters application. In relation to the Services and Utilities Plan, it will be for applicants to explain why may be deferred to a condition of any planning permission.

### 3.43 In response to comments made by OCC:

- The Development Plan requirement for specialist housing stands irrespective of whether it is reiterated in the development brief.
- The Stratfield Brake proposals do not form part of the Development Plan and at the present time no application for planning permission has been received. It can therefore not be a consideration in the preparation of the Brief.
- With regard to digital infrastructure, innovation, sustainable construction, future transport modes and also the Local Transport and Connectivity Plan, the requested text was not included for PR7b and PR9 and it is important there is consistency across the development briefs. It is not appropriate to refer to documents as yet unadopted, e.g. the Local Transport and Connectivity Plan, and the Innovation Framework. These will be material considerations when planning applications are submitted.
- For the same reasons the requested changes re car parking provision, cycle parking and the Oxfordshire Street Design Guide have not been made. It is important that the Cherwell Residential Design Guide takes primacy.
- The location of the primary school has been discussed in detail with OCC. Modelling discussed between CDC, OCC and the land promoter has shown only two locations workable from OCC's perspective, the central location preferred by the land promoter and the northern location shown in the Development Brief. Unfortunately, given the constraints in the centre of the site and the lack of flexibility possible to the layout of the school site, the central location is not possible. There are no inconsistencies in the Development Brief with regard to the school location - the early chapters reflect the LPPR proposals map, whereas Fig 1 and Chapter 5 onwards show the northern location that will be required if there remains insufficient flexibility on the layout of the school site.
- For various reasons set out in the Development Brief as a whole (e.g. Pages 27, 30, 31, 42, 43, 45), but primarily related to accessibility, the school buildings will need to be located on the western side of the school site. The northern site is not significantly closer to the railway than the central site; the northern site met the OCC Education team's advice re distance to pylons.
- Re Section 7.1, the text preceding the bullet point list states that the checklist provides "an indication of documents required at application stage" and so is not to be read as definitive.

## Summary of Changes

- 3.44 In response to a comment by Berks, Bucks and Oxfordshire Wildlife Trust,
- the biodiversity requirements set out on page 53 of the Brief have been amended to emphasise the importance of wildlife connectivity
  - text added to say that the hedgerows along the southern end of the site's western boundary with the Oxford Road include some broader woodland strips which would need to be retained in development of the site
  - text added to say that there should be woodland planting within the green corridor where this does not compromise other objectives and requirements of the Development Brief
- 3.45 In response to comments by the Harbord Road Area Residents Group,
- a sentence has been added at Section 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
  - regarding the orchard adjacent the site, a NERC Act S41 habitat, text to be added at Section 4.2.4 to say that "the orchard is an important foraging area for the local badger population. It is therefore important that the 'improvement' work done on the orchard is not to the disadvantage of the badgers, including during construction work"
  - text added at Section 6.5 to say that "the orchard is an important foraging area for the local badger population. It is therefore important that the 'improvement' work done on the orchard is not to the disadvantage of the badgers, including during construction work"
  - text added at Section 6.3.1 (page 35) text to be added after "...ground vegetation removed" say "except where this would result in harm to existing wildlife corridors")
  - text added at page 53 to say that the lighting of the north-south green link will need to be appropriately designed so as not to cause light pollution or result in harm to wildlife
  - after the third bullet point at 6.5, the words "in perpetuity" have been added after 'agricultural use'
  - in the 6th bullet point on page 52 "as far as possible" has been replaced with "unless any loss is robustly justified"
  - at the fifth bullet on page 30 reference has been added to health care provision

3.46 In response to comments by Gosford and Water Eaton Parish Council,

- text added at page 49 to mention "there is opportunity for the provision of a dog park either within the green corridor or the green space in the south-eastern part of the site"
- except where it would compromise the purposes of the green corridor (in which case a replacement hedgerow will be added), the hedgerow in the northern part of the site adjacent to the site's eastern boundary has been added into the development framework, as well as the hedgerow which would bisect the new green space/park in the south-eastern part of the site
- the figures on page 37 have been amended to show the cycle ways further into the site away from the Oxford Road frontage

3.47 In response to comments by Greenway Oxon,

- a sentence has been added at Section 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."

3.48 In response to comments by Savills on behalf of Christ Church,

- references to "Bronze Age (potentially Iron Age)" have been replaced with "Anglo-Saxon"
- page 1, 7th bullet (and page 14, 7th bullet) - the word "retained" has been added after "land"
- figure 1 - 'mixed use' has been changed to "broad location for local centre"
- figures 13, 15, 21 - a walking & cycling route has been added through the site from the northern vehicular egress point, along the main road through the site, between the LEAP and the allotments, down to the southern LEAP and connecting to the walking & cycling route already shown; and add that this additional walking & cycling route is included with the provisos that it does not impinge on the green infrastructure corridor, result in harm to archaeological remains or require other land uses to be moved such that they would encroach into the Green Belt.
- the appropriate figures have been updated to reflect the approved layout for the Croudace development
- the appropriate figures have been amended to show Pipal Cottage excluded from the development area but include land comprising the barns next to the cottage. Section 3.2.3, bullet 1 has been amended to replace "the farmhouse" with "Pipal Cottage"
- Section 1.4.1 has been amended in line with the Briefs for PR7a, PR7b, PR9 to say: Public consultation on the Draft Development Brief took place between 26 January 2022 and 8 March 2022. Comments received have informed the final Development Brief. "

- page 7 - the land described on the aerial photograph as 'North Oxford Golf Club' has been changed to 'PR6b'.
- in the third sentence of the penultimate para on page 14 the word "a" will be added before "combined".
- Section 3.2.1, 2nd bullet - after "Oxford Green Belt" add new sentence "This Green Belt land is to be the Green Corridor as shown in Fig 8"
- 3.2.4, 4th bullet has been amended to read: "Two public rights of way cross the site, one from Oxford Road, providing access to the wider countryside to the east of the site. The northern most public right of way (Bridleway 229/9/30) links almost directly to a footpath running east-west across Land West of Oxford Road (PR6b)."
- 3.2.4, 6th bullet, add the sentence "In addition, there is a vehicular access onto Oxford Road which serves Pipal Cottage."
- 3.2.5, 2nd bullet to be amended to read: "Land is allocated within the Oxford Local Plan 2016-2036 on the southern boundary of the site. Land South West Of St Frideswide Farm (allocation SP24) is promoted by Croudace for 134 dwellings and benefits from a resolution to grant full planning permission by OCC (Application Ref. 21/01449/FUL). The proposed development will be accessed via Oxford Road (allocation SP24)." The third bullet to be amended to refer to the planning permission 18/02065.
- Figures 9 and 10 re medieval features - the relevant figures and text have been amended accordingly.
- Section 4.1, bullets 11 and 12 have been amended as per Savills' suggested wording.
- Section 4.1, bullet 18, the words "Once developed" have been added at the start of the sentence and the word "is" has been replaced by "would be"
- Section 4.2.1, bullet 4, an additional circled number 1 has been added where the school is shown in the Local Plan proposals map
- Section 4.2.2, bullet 5 - add the words "(Pipal Cottage) and/or barns" prior to 'within the new development'
- Figure 11 - Add an arrow to connect the words 'St Frideswide Farmhouse' to the building itself between the numbers 2 and 7.
- Page 24, first bullet - change "districts" to "district"
- Page 24, third bullet - amend to "Opportunity to integrate the site layout with adjacent development sites including PR6b, and to enable connections with movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line."

- Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- Section 4.2.5, bullet 7 – text re the southbound bus lane has been amended as per Savills' suggestion
- Section 6.1, fourth paragraph – the text has been amended as per Savills' suggestion; although their suggested text has the same meaning as drafted it has given added emphasis to the requirement for electric vehicle charging
- 6.2, 4th bullet - amend "pocket parks" to "green spaces"; 9th bullet - amend "avoiding reliance on lift access to upper floors." to "locating wheelchair accessible dwellings at ground floor level unless exceptional circumstances have been demonstrated."
- page 31, 9th bullet, add "of those spaces" after surveillance at the end of the sentence.
- the appropriate figures have been updated to reflect the approved layout for the Croudace development
- page 35, 9th bullet - Add the words "or as close as possible to" before "the Park & Ride junction"
- page 35, 10th bullet - Add the words "Other than for Pipal Cottage" at the start of the last sentence.
- page 35, 11th bullet - Add the words ", neither will frontage parking or side-of-house parking be permitted" at the end of the bullet point.
- the figures on page 37 have been amended to show the cycleways further into the site away from the Oxford Road frontage.
- page 38, 1st bullet under Southern area, text to be amended to reflect Savills' submission
- section 6.3.2, 3rd bullet - "semi-" to be amended to "near-"
- page 43, 4th bullet under Development principles - amend 5.5m to 6.5m; 7th bullet - amend 'designend' to "designed"
- page 43, Figure 18 - Add text on page 43 to state: "Cross sections including the provision of cycle lanes and footways are indicative only and subject to detailed modelling. Variations to the cross sections may be permissible where they respond to delivering high quality walking and cycling infrastructure in line with LTN1/20 principles, or where site constraints may dictate, for example in the central part of the site.
- page 45 - add text after "urban blocks" - ". Secondary streets will be low speed / flow environments and will not require separate cycleways."

- section 6.4.5, 1st bullet - Amend from "through the pre-application process..." to "with OCC and CDC's Development Management Teams prior to the submission of a planning application".
- section 6.4.5 east-west links, 1st bullet - Add "Subject to ecology studies," prior to the existing text. 3rd bullet - Amend text to "New public walking routes are to be provided across the parkland to connect with existing footpaths and into Cutteslowe Park."
- page 48, list of documents, delete "Policy ESD16: The Oxford Canal"
- page 49, Development Principles, 2nd bullet - change Hair Streak to "Hairstreak". 3rd bullet - add after "hedgerow line" the words "which may include tree planting"
- page 52, first bullet - amend Anglo Sa to read "Anglo Saxon"; 5th bullet - after the word removed add "(subject to the requirement for biodiversity net gain)"
- page 55, 2nd bullet - change 'figure 19' to "figures 15 and 21". "Oxfordshire County Council Drainage Team" to be amended to "lead local flood authority". Page 56, 2nd bullet - change "outside and outside" to "area and outside"
- page 56, 2nd para under Green Belt - remove the words "including enhancements to the setting of St Frideswide Farmhouse".
- page 59 - list of policies - C21 to be removed, and page 60 – 3<sup>rd</sup> bullet removed
- page 61 amended to reflect that the land promoter has received a scoping opinion from CDC in relation to the requirements for inclusion in an Environmental Impact Assessment
- page 63 - Reference to PR12b to be deleted
- page 64 - Reference to Policies TR11 and TR22 to be deleted, as well as C29.

#### 3.49 In response to comments by Oxfordshire County Council,

- the appropriate figures have been updated to reflect this approved layout for the Croudace development
- text of section 6.5 has been amended, but reference to land outside the allocated boundary has not been included as this is outside the remit of the development brief
- reference to the aggregate rail depot has been added to figure 10 and section 4.1
- section 4.2.5 - the 2nd bullet point has been amended to read: "Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans."



- section 6.4.6, second paragraph amended to read: "Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, including provision of hire vehicles such as e-scooters and e-bicycles, automated vehicle idling points, potential AV, cargo bike storage and an electric car club, together with features such as locker and storage space enabling delivery consolidation, delivered in association with reduced car parking requirements across the site."
- section 6.4.6, sentence added preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- page 44 - in relation to the \*\* at the bottom right of the page, add the words "The locations of three access points for the school are subject to highway testing."
- page 57, the word "site" added between education and checklist
- section 6.3.1, page 35, - new bullet added between #2 and #3, to state: "The school is to be free from shading that would affect buildings, external teaching areas and play areas. As a result, building heights adjacent to the school site may need to be reduced. The shading impact of adjacent development on the school site is to be demonstrated as part of the planning application."
- page 1 - in the paragraph headed Site Location on page "Bronze Age (potentially Iron Age)" has been replaced with "Anglo-Saxon"
- various minor edits have been made to the text to correct typographical errors

## **4.0 Conclusion and Reasons for Recommendations**

- 4.1 Overall, officers are happy to conclude that the Development Brief for the site accords with Policy PR6a and the vision and objectives for the site, and that it provides an appropriate framework for the development of the site – adherence to the Brief will be important in achieving an acceptable form of development.
- 4.2 It is recommended that the planning committee approves this Development Brief as a framework for the development and delivery of site PR6a - Land East of Oxford Road and that it will be a material consideration in the determination of any future planning applications for the site.

## **5.0 Consultation**

Councillor Colin Clarke - Lead Member for Planning (briefing only)  
 Councillor George Reynolds, Chairman – Planning Committee (briefing only)

## **6.0 Alternative Options and Reasons for Rejection**

- 6.1 The following alternative options have been identified and rejected for the reasons as set out below.

Option 1: Not to endorse the Development Brief. Since Policy PR6a requires the planning application for the site to be supported by and prepared in accordance with a Development Brief, this option would require a new Brief to be prepared, adding significant expense for the Council and delaying delivery of the development.

Option 2: To request further significant changes to the Development Brief. Officers consider that the final brief presented to Members represents an appropriate response to Local Plan policy and will assist in achieving high quality development. This option would also delay the determination of any planning application and may require further public consultation, thereby creating uncertainty.

## **7.0 Implications**

### **Financial and Resource Implications**

- 7.1 External work on the development briefs is being funded by the respective site promoters through Planning Performance Agreements but controlled directly by Council officers. Costs for internal work are included in existing budgets.

Comments checked by:

Kimberley Digweed, Service Accountant. kimberley.digweed@cherwell-dc.gov.uk

### **Legal Implications**

- 7.2 The purpose of the development brief for site PR6a is to identify how national and local policy requirements and guidance will be applied to achieve high quality sustainable development at this location. Once approved by the Council the brief will be a material consideration in the determination of future planning applications at the site.

Comments checked by:

Shahin Ismail, Assistant Director - Law and Governance and Monitoring Officer  
Shahin.Ismail@Cherwell-DC.gov.uk

### **Risk Implications**

- 7.3 The relevant Local Plan policy requires a Development Brief to be produced. Whilst not a reason for approval, not approving the brief may require re-consideration of the Planning Performance Agreement with the respective promoter. This and any other arising risks are monitored through the service operational risk and will be escalated to the Leadership Risk Register as and when required.

Comments checked by:

Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
Celia.Prado-Teeling@cherwell-dc.gov.uk

### **Equality & Diversity Implications**

- 7.4 The proposed brief supports Local Plan policy that has been the subject of Equalities Impact Assessment and has been reviewed in line with this report. As there are no new impacts arising from this report, no new mitigations are required.

Comments checked by:  
Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
Celia.Prado-Teeling@cherwell-dc.gov.uk

## 8.0 Decision Information

### Key Decision

**Financial Threshold Met:** N/A

**Community Impact Threshold Met:** N/A

### Wards Affected

Kidlington East  
Other wards affected by Partial Review sites: Kidlington West

### Links to Corporate Plan and Policy Framework

Business Plan Priorities 2021-2022:

- Housing that meets your needs
- Leading on environmental sustainability
- An enterprising economy with strong and vibrant local centres
- Healthy, resilient and engaged communities

### Document Information

**Appendix 1:** Development Brief – Land East of Oxford Road  
**Appendix 2:** Summary of representations and officer responses

### Background papers

None

### Reference Documents

Cherwell Local Plan 2011-2031 Partial Review:  
<https://www.cherwell.gov.uk/info/83/local-plans/215/adopted-cherwell-local-plan-2011-2031-part-1-partial-review---oxfords-unmet-housing-need>

### Report Author and contact details

Nathanael Stock, General Developments Team Leader  
01295 221886  
[Nathanael.Stock@cherwell-dc.gov.uk](mailto:Nathanael.Stock@cherwell-dc.gov.uk)

# PR6a Land East of Oxford Road Development Brief Cherwell District Council August 2022



Alan Baxter



# PR6a Land East of Oxford Road Development Brief Cherwell District Council August 2022

## Contents

1.0	Introduction .....	3	6.0	Development Principles .....	29
1.1	Background .....	3	6.1	Sustainable construction and energy efficiency.....	29
1.2	Purpose and status of the Development Brief.....	5	6.2	Healthy Place Shaping.....	30
1.3	Structure of the Development Brief.....	5	6.3	Character and layout.....	31
1.4	Consultation and stakeholder engagement .....	6	6.4	Movement and access.....	41
2.0	The Strategic Vision and Context.....	8	6.5	Green infrastructure .....	49
2.1	Local Plan Partial Review Vision.....	8	6.6	Community infrastructure .....	57
3.0	Context.....	14	6.7	Heritage and archaeology .....	59
3.1	The Planning Policy Context .....	14	6.8	Utilities and infrastructure.....	60
3.2	The Site Context .....	17	7.0	Delivery and monitoring.....	61
4.0	Site Appraisal.....	19	7.1	Information to accompany planning applications.....	61
4.1	Site Constraints.....	19	7.2	Securing comprehensive development .....	61
4.2	Site Opportunities .....	21	7.3	Monitoring.....	62
5.0	Vision and objectives .....	25	Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents		
5.1	Vision.....	25			

# Executive summary

The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies Land East of Oxford Road as one of six strategic housing sites. A comprehensive Development Brief is required as guidance for future planning applications.

This Development Brief has been jointly prepared between Cherwell District Council, Oxfordshire County Council, Oxford City Council, landowners and key stakeholders. It is a material planning consideration in the determination of any future planning applications for the site.

The Development Brief includes a review of the site's context including the LPPR strategic vision and spatial strategy and the site specific development constraints and opportunities. Based on this analysis it goes on to provide a site specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design.

## Site location

PR6a is a 48 hectare site to the north of Oxford City and the suburb of Cutteslowe. The site is bounded by Oxford Road (A4165) to the west, farmland to the east leading to the Cherwell River, Oxford fringe and Cutteslowe Park to the south and Oxford Parkway station and the Park & Ride to the north. To the east, lies the Grade II\* listed St Frideswide Farmhouse. The site is generally farmland with hedgerows and trees. A farmhouse is located in the north western corner of the site. Higher land in the centre of the site contains the ploughed remains of Anglo Saxon round barrows.

## Vision and development framework

The site specific vision for Land East of Oxford Road is as follows and is explored in Chapter 5 of the Development Brief:

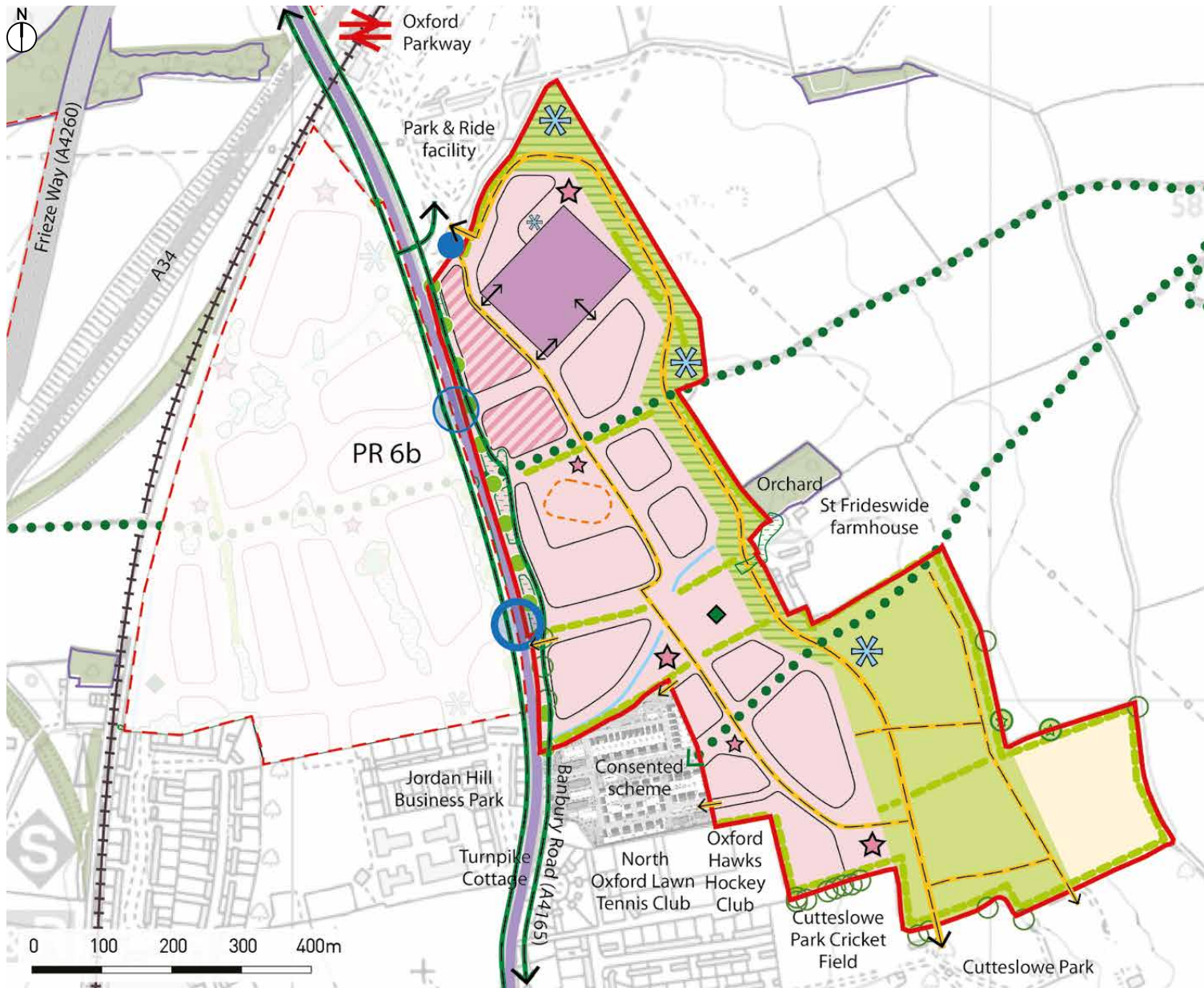
*Land east of Oxford Road will become a contemporary urban extension and gateway to Oxford City with its own local centre fronting Oxford Road, that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the west on site PR6b. A high-quality, publicly accessible corridor of green infrastructure at the eastern edge of the site will provide a soft edge to the Cherwell Valley and appropriate setting to the Grade II\* listed St Frideswide Farmhouse, and will connect with east-west green corridors towards the Oxford Road and PR6b. Opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network, including direct delivery of high quality cycle lanes on Oxford Road and connecting to Cutteslowe Park as well as direct delivery of a southbound bus lane on Oxford Road.*

Policy PR6a of the LPPR sets out the policy requirements for the site which include:

- Residential development
  - 690 net dwellings on 25 hectares of land
  - 50% affordable housing
- Primary school on 2.2 hectares of land with two forms of entry
- Local centre on 0.5 hectares of land
- Formal sports, play areas and allotments within the developable area
- An extension to Cutteslowe Park on 11 hectares of land
- A green infrastructure corridor on 8 hectares of land
- 3 hectares of land retained for agricultural use

Site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs to enable the sites to be developed independently. To achieve good place making, the briefs have been co-ordinated, to deliver, as far as possible, a coherent north Oxford neighbourhood.

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR6a. Detailed design requirements which underpin the delivery of this development framework are set out in the Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.



- Site Boundary
- - - Site Boundary of adjoining sites
- Cherwell Local Plan Partial Review allocations**
- Residential
- Primary School use\*
- New green space/parks
- Green Corridor
- Retained agricultural land
- Development Brief Proposals and Existing Features**
- NERC Act S41
- Broad location for local centre
- Priority Habitat Inventory
- Retained/new hedgerows
- Retained trees
- Veteran tree
- Moderate quality group of trees to be retained where possible
- Formal avenue of trees
- Anglo Saxon Barrows area of preservation
- Indicative SuDS feature
- ✱ Drainage attenuation features (indicative location)
- ★ Play area (indicative location)
- ◆ Allotments
- ➔ Bus priority route
- Primary vehicular access point\*\* (all movements)
- Secondary vehicular access point\*\* (left in left out)
- Vehicular egress only point\*\* (left out)
- ↔ School access\*
- Existing Public Rights of Way
- ➔ Strategic cycle route
- ➔ New public walking and cycle routes

Figure 1: Development framework

\*School site location subject to further detailed assessment  
 \*\* subject to highway testing



# 1.0 Introduction

## 1.1 Background

The Cherwell Local Plan 2011-2031 (Part 1) which was adopted in July 2015 (“The 2015 Plan”) committed the Council to work jointly with 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 boundaries 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.

The Council has now undertaken this ‘partial review’ with the adoption of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need in September 2020 (LPPR).

The Partial Review which is effectively a supplement or addendum to the 2015 Plan, 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 LPPR provides for the development of a total of 6 strategic housing sites that will best achieve the Council’s vision and objectives and deliver sustainable development of, in total, 4,400 new homes to meet Oxford’s needs together with supporting infrastructure. The LPPR requires single comprehensive, outline schemes for the entirety of each strategic site.

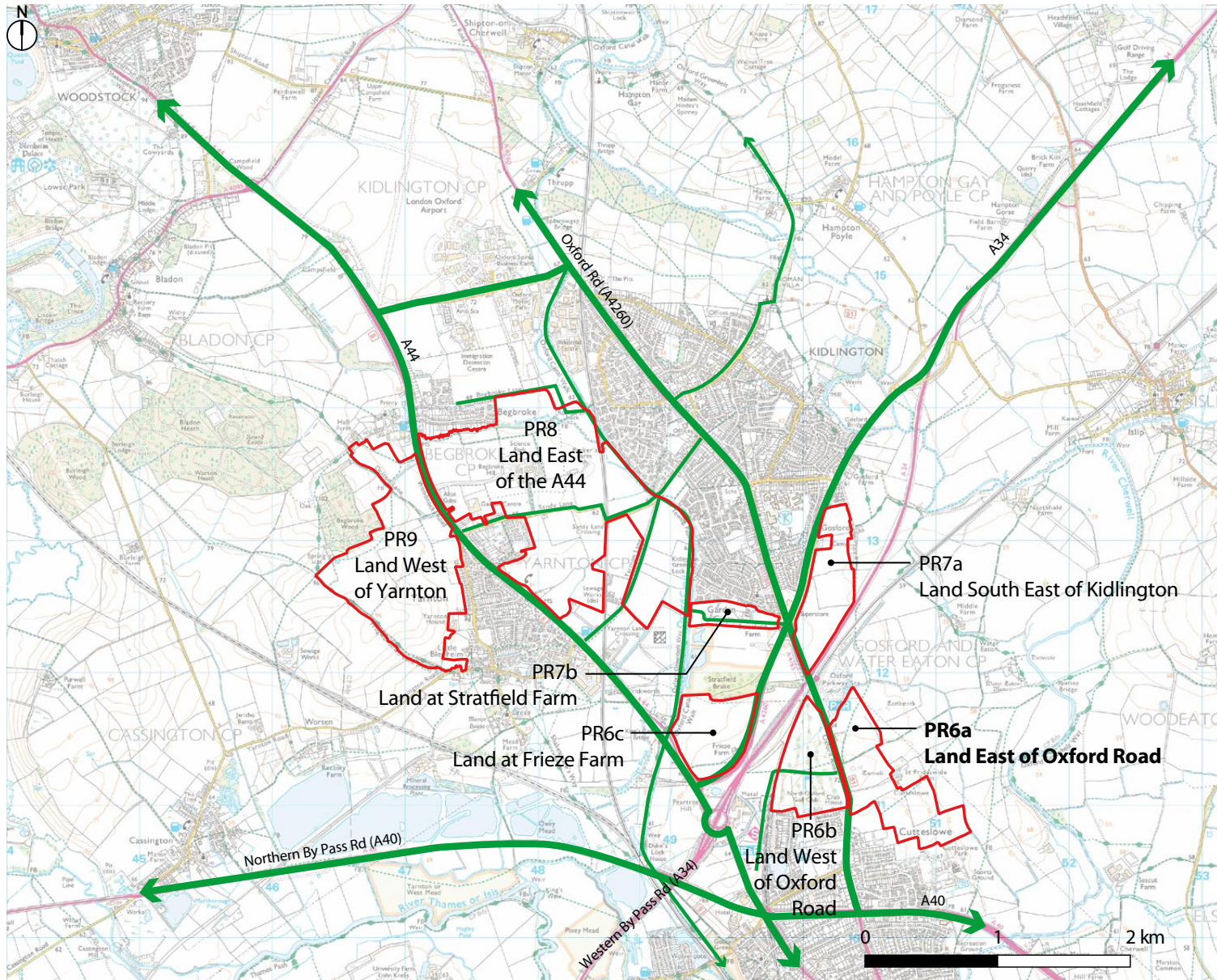
Each of the site allocations has a policy which sets out its key delivery requirements and place shaping principles, and each allocation is supported by a Policies Map.

Each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site which has been jointly prepared by the landowner(s), Cherwell District Council, Oxfordshire County Council and other stakeholders, including Oxford City as appropriate. The site allocation policy also sets out a series of requirements that the Development Brief should address.

This is the development brief to guide the development of Land East of Oxford Road, site PR6a. The Development Brief has been prepared in accordance with policy requirements, the site allocation policy and the Policies Map. As well as including the required detail, the Development Brief also reflects the detailed key delivery requirements and place shaping principles as set out in the policy.

Site	Housing allocation		
<b>North Oxford</b>			
Policy PR6a – Land East of Oxford Road	690	N.B. Site allocation PR6c shown on Fig 1 is the allocation of Land at Frieze Farm which is reserved for the potential construction of a golf course should this be required as a result of the development of Land West of Oxford Road under Policy PR6b.	
Policy PR6b – Land West of Oxford Road	670		
<b>Kidlington</b>			
Policy PR7a – Land South East of Kidlington	430		
Policy PR7b – Land at Stratfield Farm	120		
<b>Begbroke</b>			
Policy PR8 – Land East of the A44	1950		
<b>Yarnton</b>			
Policy PR9 – Land West of Yarnton	540		
<b>Total</b>	<b>4400</b>		

Housing allocations (LPPR)



- Allocation site boundaries
- Key sustainable movement routes (public transport and/or walking/cycling)

Figure 2: Local Plan Partial Review Site Allocations Location

## 1.2 Purpose and status of the Development Brief

### 1.2.1 Purpose

The Development Brief has 4 main objectives:

- To create a site specific vision to guide future site development in a manner which supports the wider aims of the LPPR spatial strategy for North Oxford, Kidlington and the A44/A4260 Corridors
- To provide a development framework and a clear set of site specific development principles to inform the submission and determination of planning applications and achieve comprehensive and holistic development in accordance with the LPPR site policy
- To improve the efficiency of the planning and development process by reducing uncertainty and setting a framework for development that provides landowners, developers and the wider community with clear guidance on what is expected from development
- To raise the standard of design and to create exemplary places which are functional, beautiful and which engender a sense of community recognising the principles set out in the Building Better, Building Beautiful Commission's report.

The Development Brief, where necessary and appropriate, proposes or reflects solutions and proposals outside the individual site boundary to help facilitate a joined up approach to development.

The Development Brief should be read in conjunction with relevant Development Plan policies, national planning policy and guidance and the Council's adopted Supplementary Planning Documents ("SPD"). Particular attention is drawn to the Council's design policies and guidance including Policy ESD15: The Character of the Built and Historic Environment, and the Cherwell Design Guide SPD which provides design guidance relevant to the District as a whole. Further information on relevant Policy and guidance is provided in chapter 3 and throughout the Development Brief.

### 1.2.2 Status

The Development Brief has been endorsed by Cherwell District Council's Planning Committee. It will be used as a material planning consideration in the determination of any planning applications for the site.

For the avoidance of doubt, the Development Brief does not have the status of a Supplementary Planning Document and does not introduce new planning policy.

## 1.3 Structure of the Development Brief

The structure of the Brief is as follows:

**Chapters 1 to 3** provide contextual information relating to the site and the Development Brief process, including the strategic vision and spatial strategy for the North Oxford, Kidlington and A44 corridor.

**Chapter 4** provides a synthesis of policy context and important site constraints and opportunities which are to be reflected in the site's development. This builds on the LPPR Evidence Base.

**Chapter 5** describes the site specific vision and development objectives.

**Chapter 6** contains a comprehensive set of design and development principles for the site which respond to the site opportunities, constraints and context set out in the preceding chapters and which are to be reflected in planning applications.

**Chapter 7** lists the information which will be required to accompany a planning application.

## 1.4 Consultation and stakeholder engagement

The Development Brief has been jointly prepared by Cherwell District Council and the site owners and their representatives and in consultation with Oxfordshire County Council, Oxford City Council and the Canal and River Trust.

Throughout the process there has been engagement and consultation with the following stakeholders in addition to those mentioned above:

- Parish Councils
- Thames Valley Police
- Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)
- Thames Water
- Environment Agency
- Scottish and Southern Electric (SSE)
- Network Rail
- Natural England
- Sport England

This has included collaborative workshops focussing on key stages during the preparation of the Development Brief:

- Baseline review and analysis
- Vision and development principles

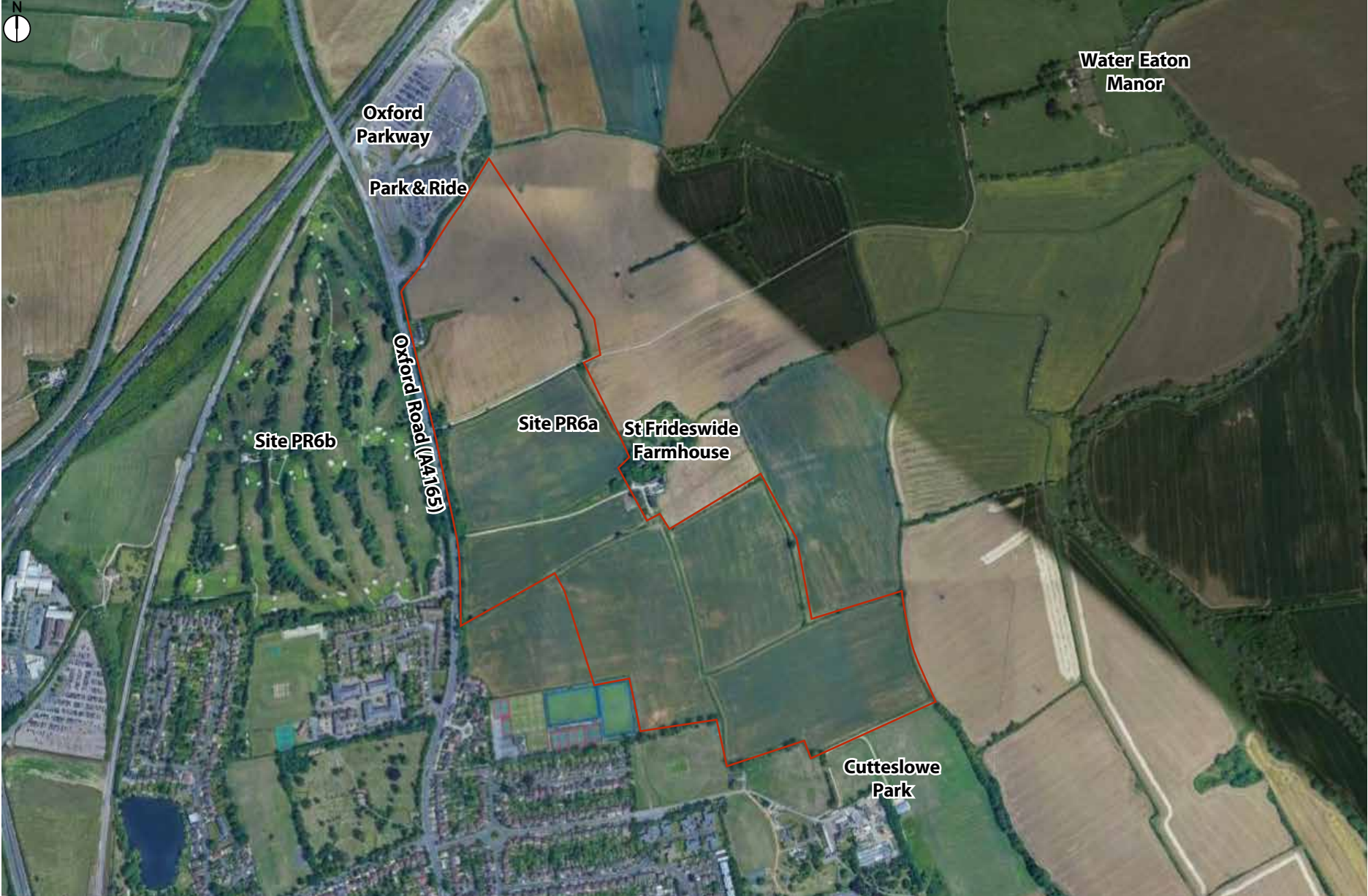
These collaborative workshops with specialist stakeholders, were preceded by a joint workshop in October 2018 with Parish Councils, landowners and their representatives and stakeholders. This workshop introduced the Development Brief process, provided an opportunity for site promoters and stakeholders to introduce themselves, and enabled Parish Councils to explain their aspirations/ requirements for the Development Briefs.

Technical information and emerging design work provided by the landowners and their representatives has been considered by the Council in preparing the Development Brief.

### 1.4.1 Community Engagement

Public consultation on the Draft Development Brief took place between 26 January 2022 and 8 March 2022.

Comments received have informed the final Development Brief.



Aerial view of site PR6a

## 2.0 The Strategic Vision and Context

### 2.1 Local Plan Partial Review Vision

The LPPR vision across all sites is:

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.

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

To deliver this vision, the LPPR identifies sites for new homes in locations which have the strongest socio-economic connections to Oxford, and which can deliver the necessary social, movement and green infrastructure to support the health and wellbeing of the population.

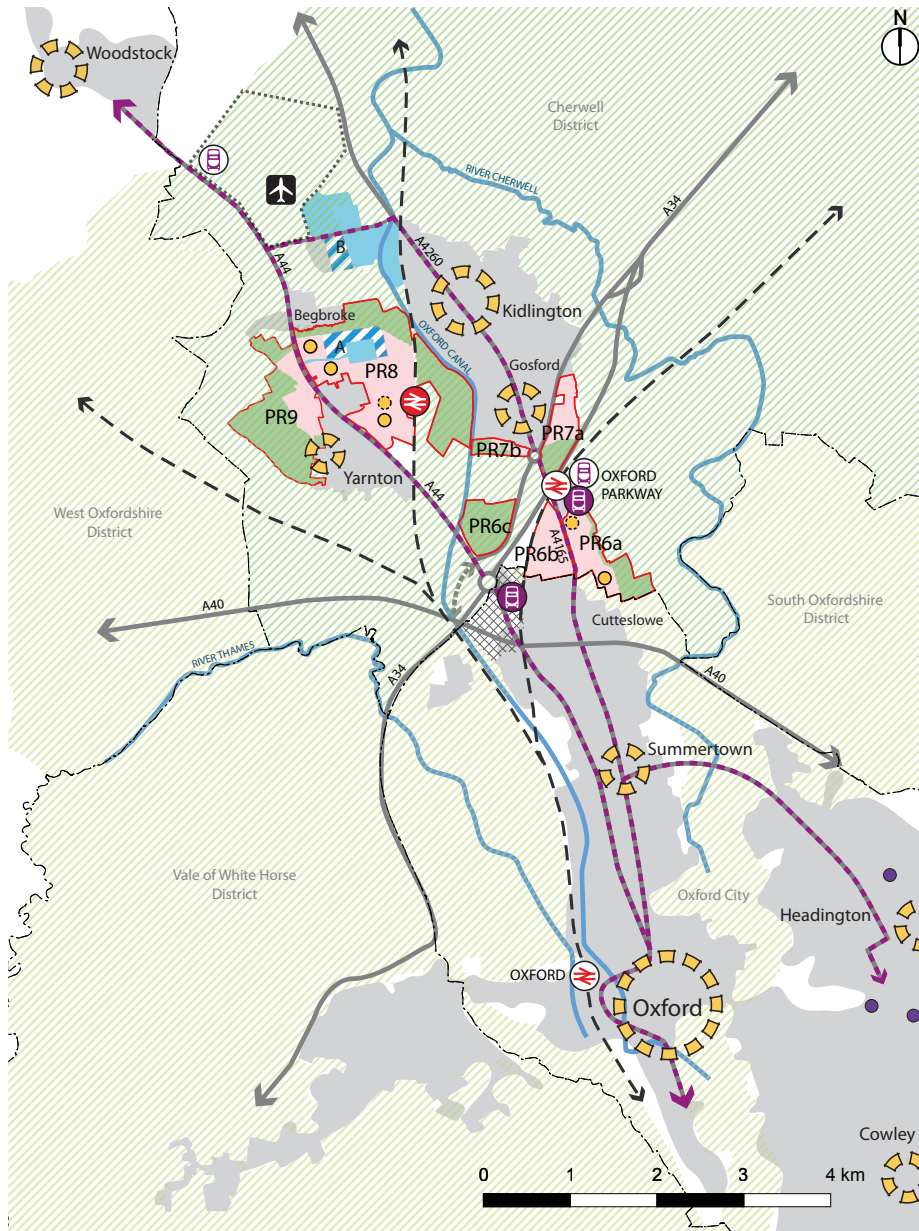
The sites are located at the edge of existing communities to the north of Oxford and will be integrated with them to share the benefits of new facilities and support existing local centres, in particular Kidlington village centre.

#### 2.1.1 The Role of Individual Sites

Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram Figure 3 overleaf, and thematic figures 4-7 which follow. Full details of each site's role are contained with LPPR policies.

#### **North Oxford (PR6a and PR6b)**

Site PR6a, and the adjacent site PR6b, will become an attractive gateway to Oxford city and will take the form of urban extensions. The site is adjacent to Oxford Parkway Station/Park and Ride and the A34 corridor, and has excellent access to rail and bus services into Oxford. New streets will increase accessibility between the Station, Cutteslowe Park, existing neighbourhoods and rural public rights of way. New development frontage to Oxford Road will create an attractive arrival into the city. Walking, cycling and public transport improvements which are planned as part of the County Council's transport strategy for the north Oxford and southern Cherwell area will be delivered in part by this development.



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

N.B The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

Figure 3: LPPR key diagram - for illustrative purposes only

2.1.2 Economic relationships

The sites are located in close proximity to local centres, key employment sites and sites which have an important economic relationship with Oxford and form part of Oxfordshire’s ‘Knowledge Spine’. These include existing locations within Cherwell (Oxford Parkway Railway Station, London-Oxford Airport, Langford Lane commercial area in Kidlington and Begbroke Science Park) and within the city of Oxford (the Oxford North site), which will be a key driver of employment growth.

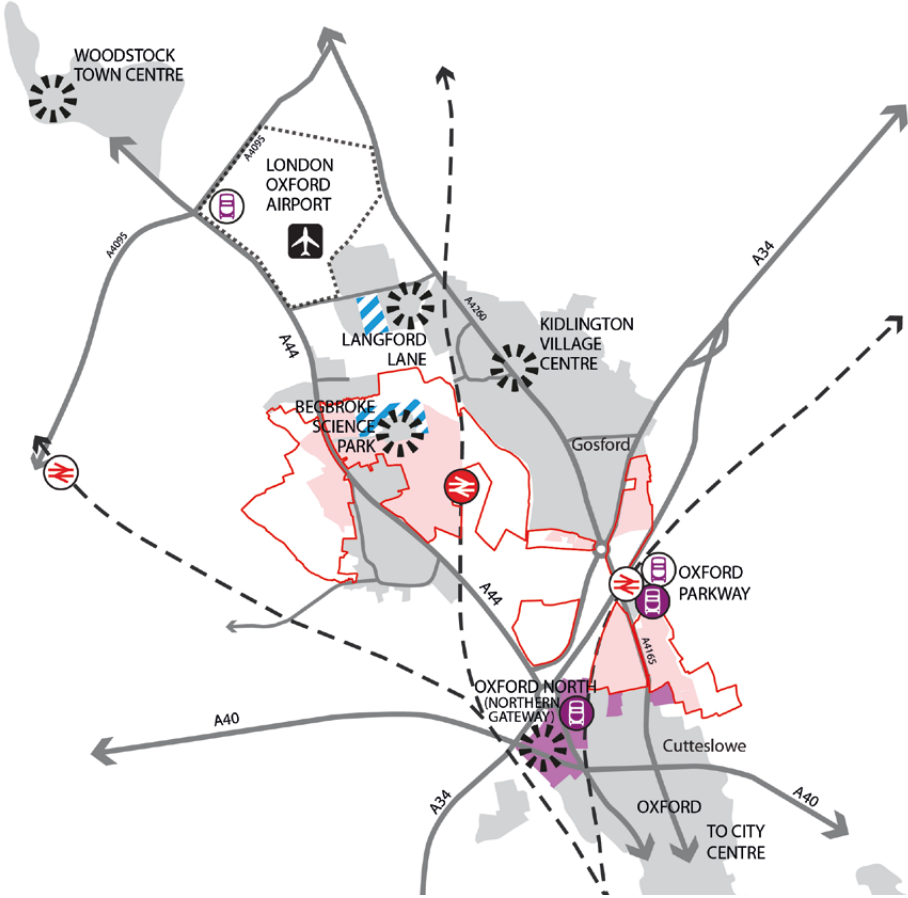


Figure 4: Economic links

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- Proposed employment area
- Employment centres
- Existing rail station
- Potential new station
- Existing Park & Ride
- New or expanded Park & Ride



2.1.3 Sustainable movement corridors

All sites are located on the major public transport routes of the A44 and A4260/ A4165 connecting southern Cherwell to Oxford City and Oxford Parkway station. Significant enhancements to public transport and walking and cycling provision are to be delivered on these routes through the County Council’s Local Transport Plan and its strategy for Park & Ride and Rapid Transit. Additional walking and cycling routes are to be created through corridors of green infrastructure including the Oxford Canal corridor.

The emphasis on sustainable modes of travel enables less ‘car-centric’ movement patterns, promotes active and healthy travel choices and supports inclusion through the provision of convenient, accessible and affordable travel to places of work, recreation and community services.

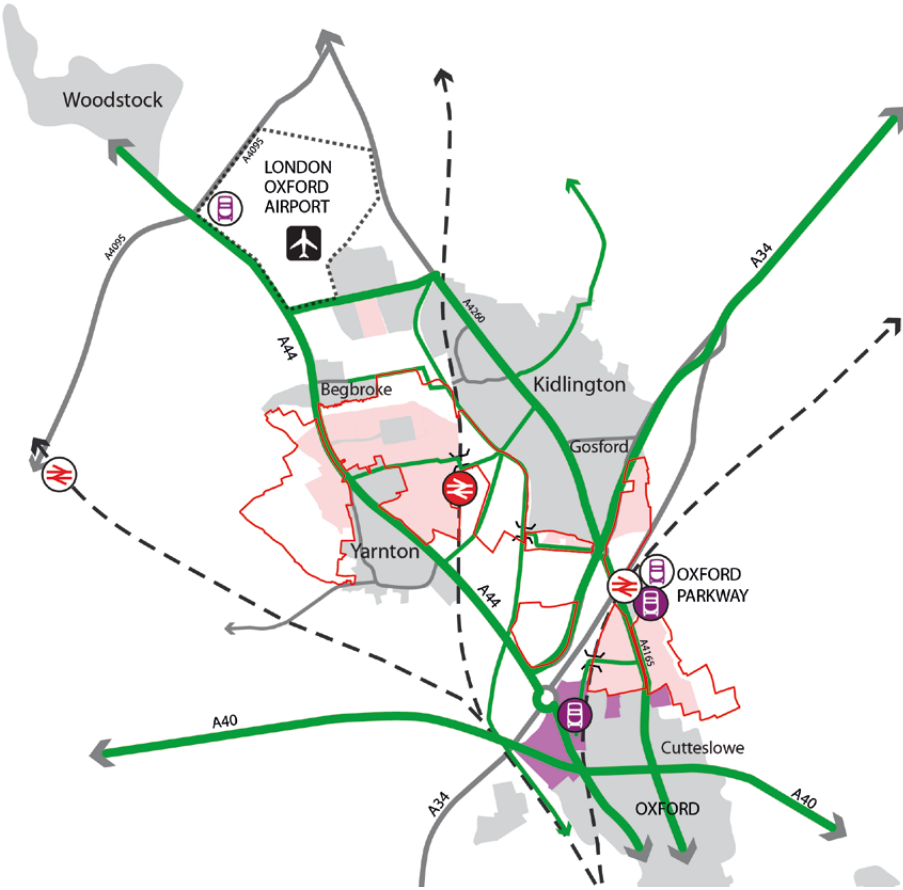


Figure 5: Sustainable movement routes

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- M Existing rail station
- N Potential new station
- P Existing Park & Ride
- E New or expanded Park & Ride
- Key sustainable movement routes (public transport and/or walking/cycling)

2.1.4 Strategic green infrastructure corridors

The sites deliver significant areas of new publicly accessible green infrastructure (GI) and new areas of wildlife habitat which form part of strategic GI corridors:

- ① to the west of Yarnton, Begbroke and Oxford
- ② along the Oxford Canal
- ③ to the east of Oxford and Kidlington/Gosford
- ④ Kidlington towards Oxford

The corridors provide an attractive setting for development and have multiple benefits. They help to maintain separation and distinction between individual settlements; create an appropriate edge and access to the countryside; protect and enhance natural, historic and biodiversity assets; provide corridors for wildlife; and provide leisure and recreation opportunities and walking/ cycling routes which encourage health and wellbeing in the existing and new population. Further details of the strategic GI corridors are shown in Appendix 6 of the LPPR.

Page 50

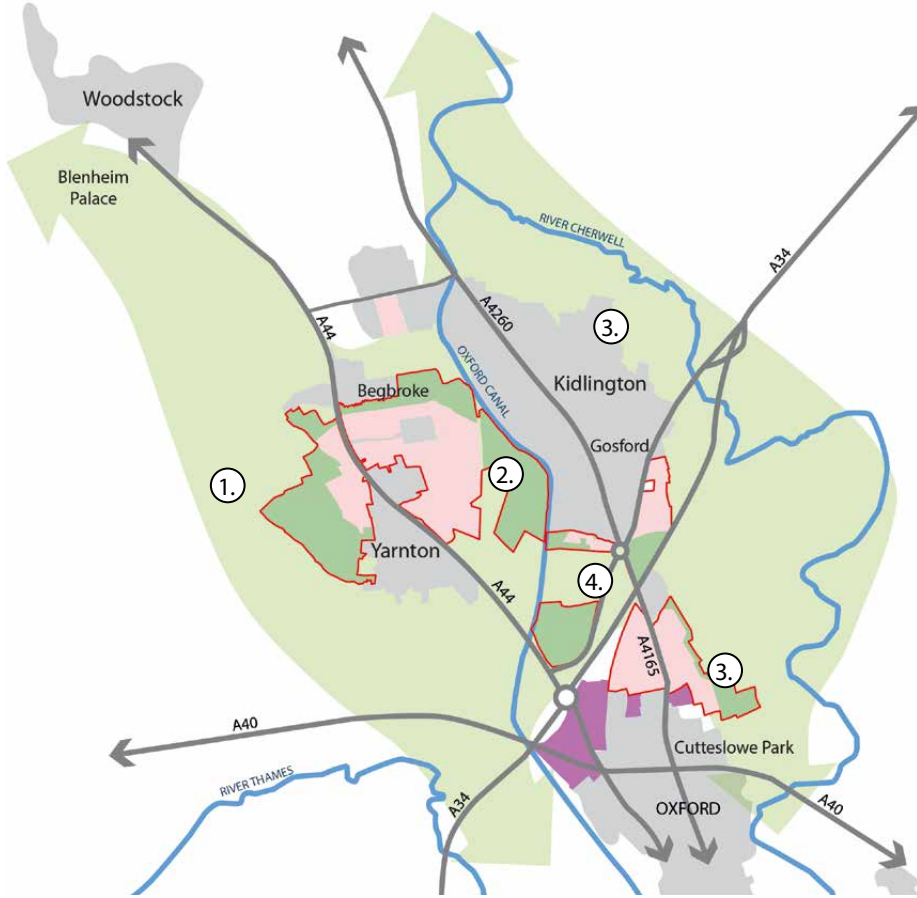


Figure 6: GI corridors



2.1.5 Community services

The planned local provision, through the new housing development, schools (indicative locations for primary school in North Oxford and two primary schools and a secondary school at Begbroke), new local centre facilities (in North Oxford and Begbroke) and formal sports/play areas, provides new facilities which benefit the existing and new population.

Locating facilities within the sites in accessible locations will strengthen Kidlington village centre and will further support and enhance the potential for widespread uptake of walking and cycling for local trips. The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

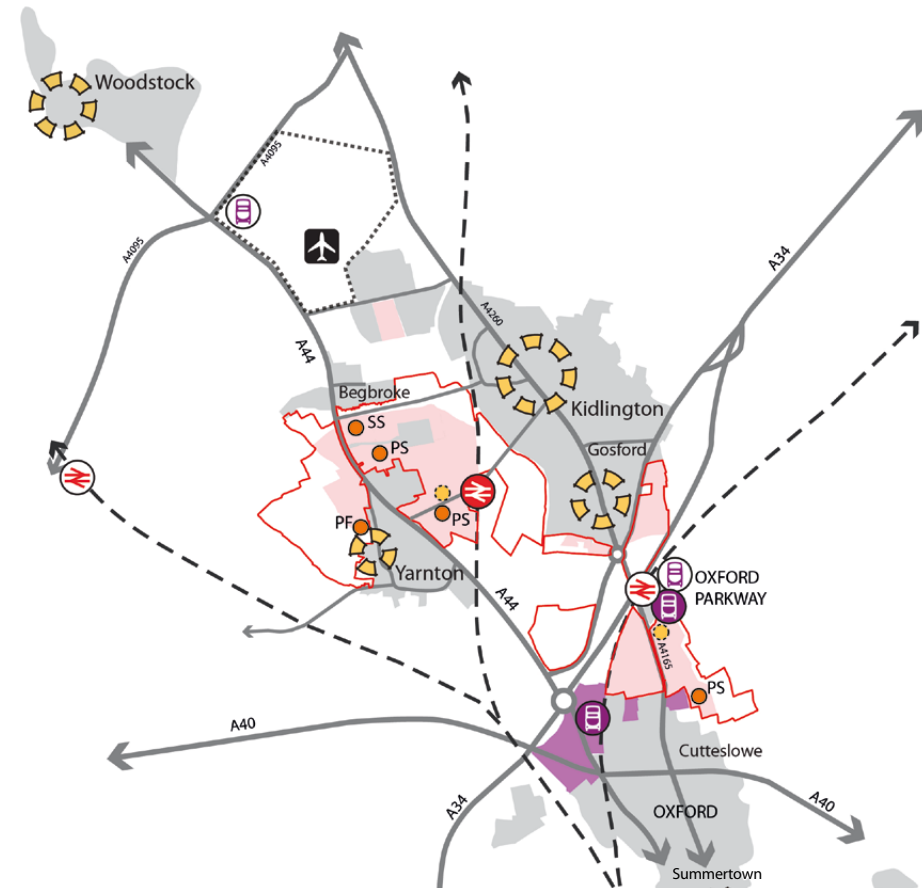
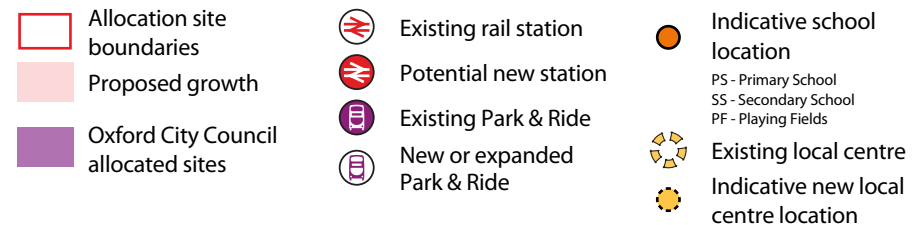


Figure 7: Local centres and schools



## 3.0 Context

### 3.1 The Planning Policy Context

The site subject to this Development Brief - land east of Oxford Road – is guided by Policy PR6a of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR6a) the LPPR also contains a number of policies which seek to guide the development of each of the sites and ensure they deliver the homes that are needed, supported by the necessary infrastructure.

Where appropriate, these policies have influenced the content of the Development Brief. In other cases they will need to be followed when planning application(s) are submitted to the Council and all planning applications will be assessed against these policies.

#### 3.1.1 PR6a- Landuse Requirements

An urban extension to Oxford City on 48 hectares of land to the east of Oxford Road with the following land use requirements:

- Residential development
  - 690 net dwellings on 25 hectares of land
  - 50% affordable housing
- Primary school on 2.2 hectares of land with two forms of entry
- Local centre on 0.5 hectares of land with provision for:
  - Local convenience retailing (use class E(a) – 350-500 sq m net floor space)
  - Ancillary business development (use class E(g)(i))
  - Financial and professional uses (use class E(c))
  - Café or restaurant (use class E(b))
  - Community building

- Formal sports, play areas and allotments within the developable area
- An extension to Cutteslowe Park on 11 hectares of land
- A green infrastructure corridor on 8 hectares of land
- 3 hectares of land retained for agricultural use

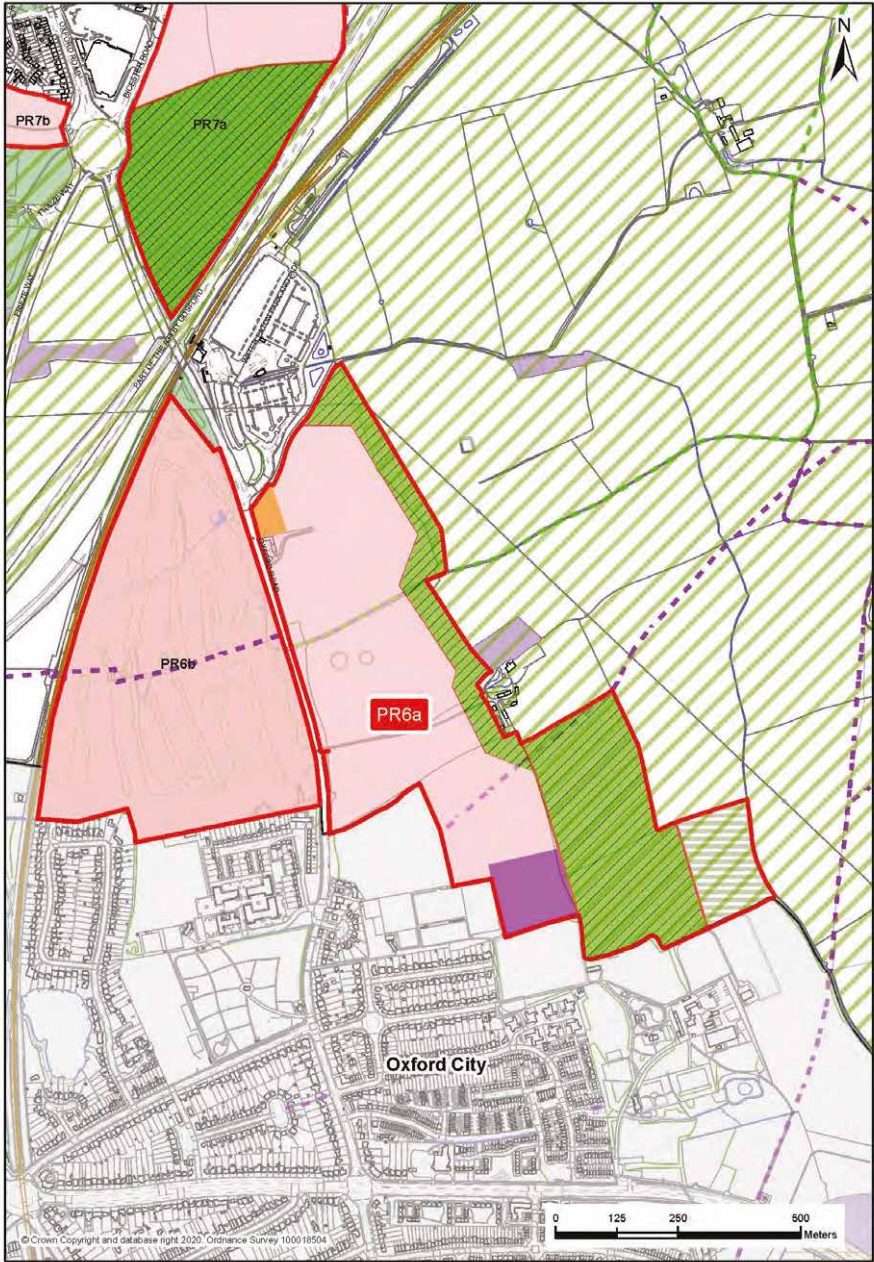
The landuse requirements have been included in the brief for reference only.

#### 3.1.2 Relationship between PR6a and PR6b

Both of the site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs which relate to each site only. Each site has different constraints and opportunities, different characteristics, different land use requirements and will have different place-shaping and development principles. Land ownerships are subject to change and planning circumstances may require the sites to be brought forward separately.

It is important that each site can be developed independently of the others. To achieve good place making, the development briefs have considered the sites in context with each other. Their interrelationships and functions have been considered during the formation of the briefs, which maximise the opportunities for them to contribute more than the sum of their parts. There is a clear opportunity for the sites to inter-relate and function as a combined neighbourhood (in particular noting the positioning of the school and local centre on the site east of Oxford Road (PR6a)) and their potential, together, in creating an attractive gateway to the city.

Each individual development brief will therefore establish development principles which will show how the sites can be each be developed alone, as well as how the sites can be developed to work alongside each other comprehensively.



-  Site Boundary
-  Cherwell District
-  Conservation Target Areas
-  Existing Green Space
-  Local Centre
-  NERC Act. S41
-  New Green Space / Parks
-  Outdoor Sports Provision
-  Oxford City
-  Primary School Use
-  Public Bridleway
-  Public Footpath
-  Residential
-  Retained Agricultural Land
-  Revised Green Belt

Figure 8: Policy PR6a Landuse Requirements

### 3.1.3 Submission of Planning Applications

Applications for planning permission for housing in Cherwell to meet Oxford's unmet housing needs will be considered having regard to the policies of the Development Plan and other material considerations such as the National Planning Policy Framework and Planning Practice Guidance.

The Council will need to assess whether or not development proposals meet the vision, objectives and policies of the LPPR and any other relevant policies from other parts of the Development Plan. This Development Brief is a material planning consideration. See Section 1.2 which explains the status of the Development Brief.

Other material considerations will include relevant Supplementary Planning Documents (SPDs). A list of relevant policy and guidance that has informed this Development Brief is provided at Appendix A.

Further guidance on the submission of planning applications is given in section 7.0 of this Development Brief.

## 3.2 The Site Context

This section provides a brief overview of site PR6a and its context.

### 3.2.1 Location and Size

- PR6a is a 48 hectare site to the north of Oxford City, and east of Oxford Road. The site is bounded by Oxford Road (A4165) to the west, farmland to the east, Oxford fringe and Cutteslowe Park to the south and Oxford Parkway station and the Park & Ride to the north. North Oxford Golf Club lies on the western side of the A4165 (Land west of Oxford Road policy PR6b).
- Part of the site lies within the Oxford Green Belt. This Green Belt land is indicated on Figure 9 and will become part of the proposed Green Corridor shown on Figure 8.

### 3.2.2 Topography

- The site generally falls away from two main high points. The first is located in the centre of the site along the A4165, with land falling to the north, and to the east towards Frideswide Farm (which is outside the allocation boundary). The second high point is located along the southern boundary, with land falling from this point to the east towards the River Cherwell, and to the north towards Frideswide Farm.
- Higher land is also the location for the ploughed remains of Anglo Saxon round barrows within the site.

### 3.2.3 Existing Land Use and Services/Facilities

- The site is almost entirely farmland, with some hedgerows and trees. The only building within the allocation boundary is the farmhouse in the north western corner of the site, which comprises a large house (Pipal Cottage) and several outbuildings/barns.
- To the south lies the Oxford suburb of Cutteslowe characterised by larger detached/semi-detached inter-war properties. To the south-west lie more modest modern terraces/bungalows and a block of flats.
- To the east, lies the Grade II\* listed St Frideswide farmhouse, built in 16th or 17th century, surrounded by farmland leading to the River Cherwell further east. There is an area of NERC Act S41 habitat (traditional orchard) and a pond adjacent to the farmhouse.
- To south of the site is Cutteslowe Park comprising public sports pitches,

play and recreation facilities and community woodland, together with adjacent sports clubs.

### 3.2.4 Existing Access and Movement Network

- The site is bounded by Oxford Road (A4165) to the west which is served by frequent bus services to Oxford, Kidlington, Bicester and Banbury. Bus stops are shown on Fig 8.
- Oxford Parkway rail station along with the Park & Ride facility lie to the north of the site.
- A signalised crossing point is located on the Oxford Road adjacent to the Park & Ride facility with two further crossings located on the Banbury Road further south.
- Two public rights of way cross the site, one from Oxford Road, providing access to the wider countryside to the east of the site. The northern most public right of way (Bridleway 229/9/30) links almost directly to a footpath running east-west across Land West of Oxford Road (PR6b).
- National Cycle Network Route 51 runs along the Oxford Road.
- There are three existing vehicle access points to the site, two via Oxford Road and the third via the Park & Ride facility. In addition, there is a vehicular access onto Oxford Road which serves Pipal Cottage.

### 3.2.5 Development proposals in Surrounding Areas

- The golf course to the west is allocated in the LPPR for the development of 670 dwellings (Land West of Oxford Road –PR6b).
- Land is allocated within the Oxford Local Plan 2016-2036 on the southern boundary of the site. Land South West Of St Frideswide Farm (allocation SP24) is promoted by Croudace for 134 dwellings and benefits from a resolution to grant full planning permission by OCC (Application Ref.21/01449/FUL). The proposed development will be accessed via Oxford Road.
- The area to the west of the golf course and railway line is the site known as Oxford North (planning permission 18/02065). This is an employment-led mixed use development allocated within the adopted Oxford Local Plan.
- There is a safeguarded aggregate rail depot to the north east of Oxford Parkway Station allocated under Policy M9 of the Oxfordshire Minerals and Waste Core Strategy.

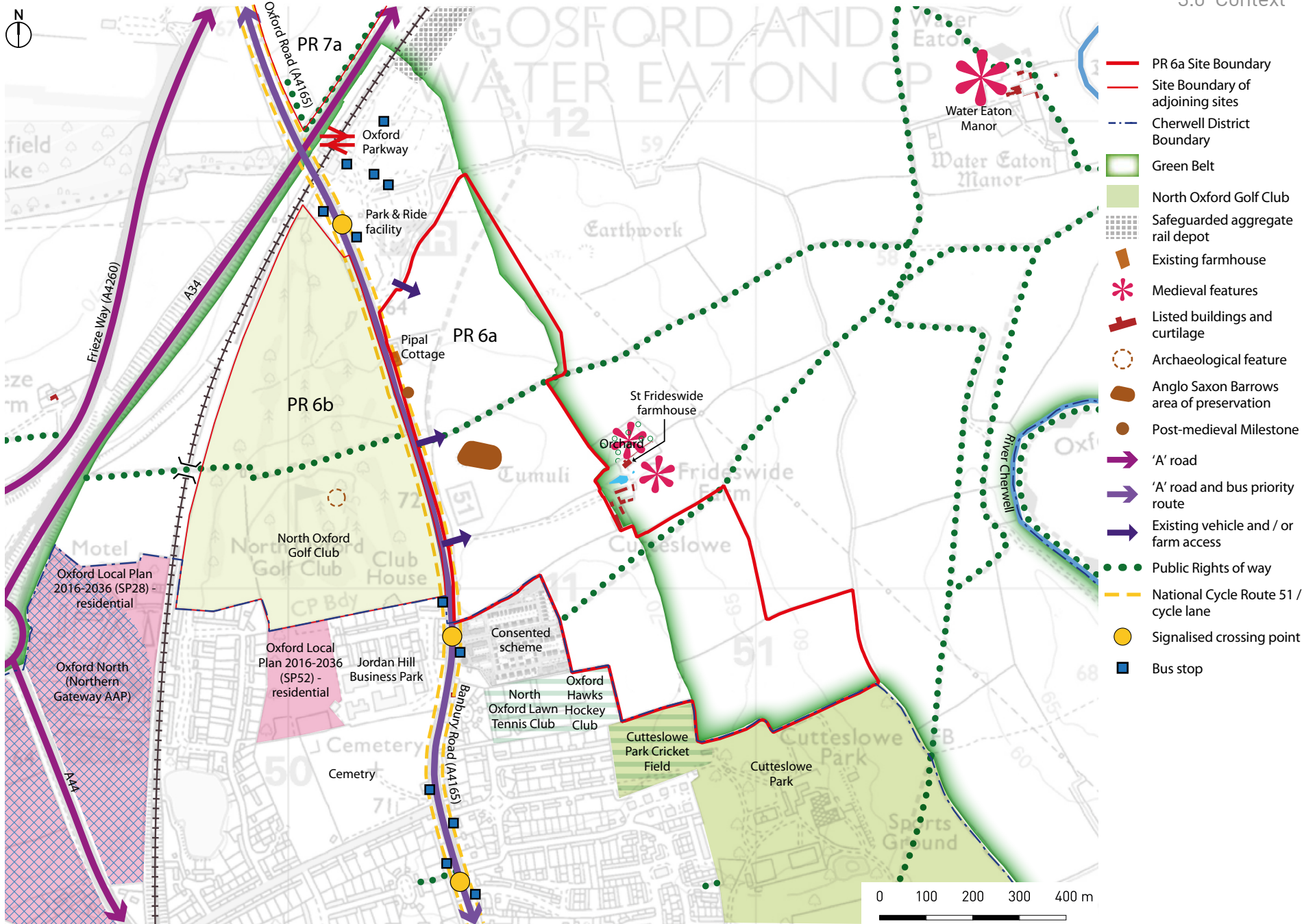


Figure 9: Site context  
Development Brief PR6a / August 2022

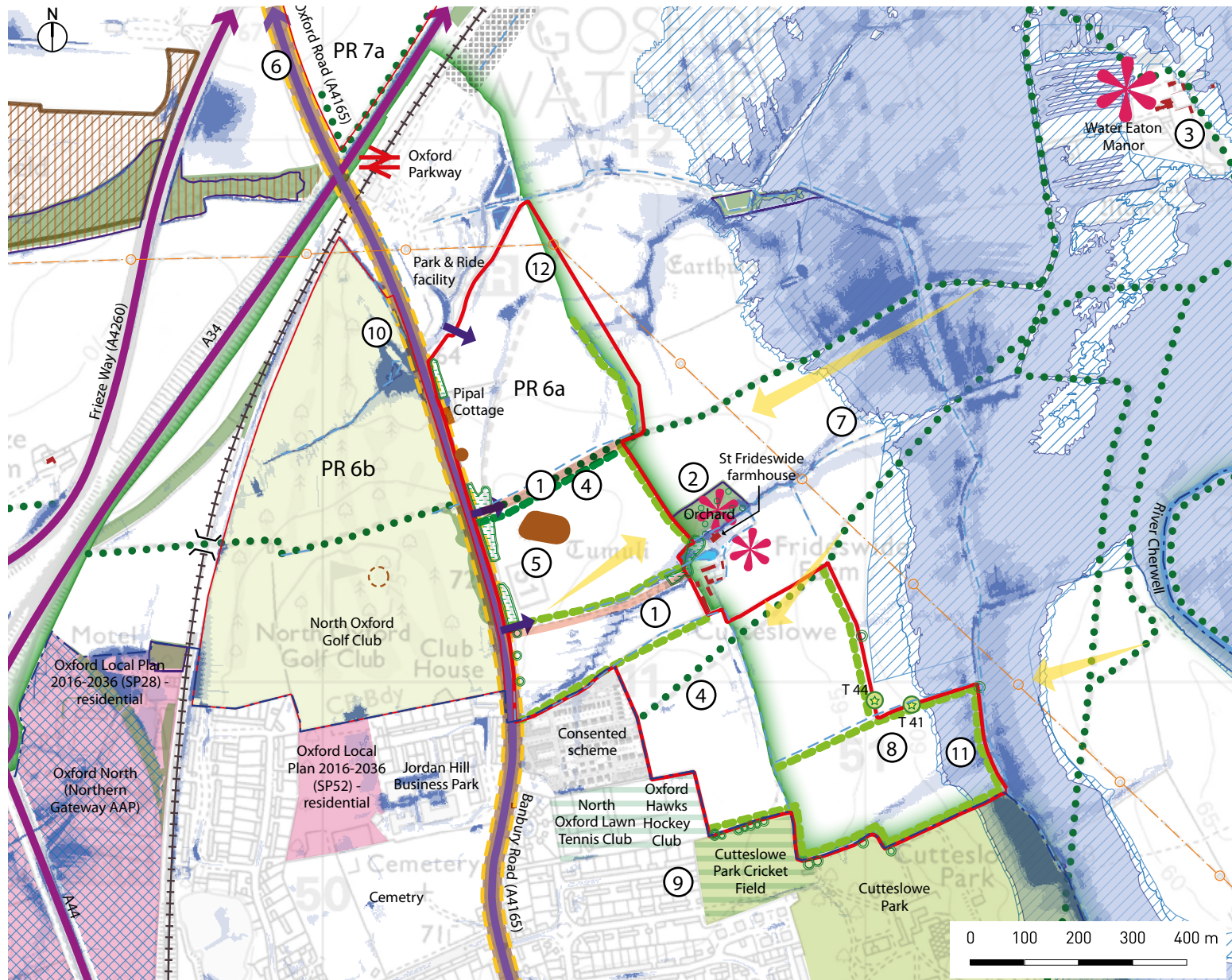


# 4.0 Site Appraisal

## 4.1 Site Constraints

- The site is served by a vehicle access to Water Eaton Manor suitable for large farm vehicles, and an access to Frideswide Farmhouse. ①
- There are two listed features adjacent to the site, namely St. Frideswide Farmhouse (Grade II\*) and a wall located east of St. Frideswide Farmhouse (Grade II) along with a number of curtilage listed outbuildings to its south. A deserted medieval village and a medieval moated site are located in the vicinity of St Frideswide's Farm. ②
- Water Eaton Manor, which is a Grade II\* listed building, lies to the north east of the site. A second medieval settlement is recorded in this area. There is potential for the site to contain further, previously undiscovered, archaeological deposits which are subject to archaeological investigation. ③
- There is a public right of way passing through the site towards Water Eaton Manor. ④
- Non-designated heritage assets within the site include the ploughed remains of two Anglo Saxon round barrows. Following archaeological evaluation an area of preservation has been agreed and is shown on Figure 10. ⑤
- A Roman ridgeway runs on a north-south alignment on the modern Oxford-Banbury Road (A4165). A post- medieval milestone is located on the Oxford Road. ⑥
- The site is well-contained on all sides, except the eastern boundary facing the open agricultural landscape towards the River Cherwell. From the Public Rights of Way passing through the site, there is potential impact on views from the River Cherwell Valley. ⑦
- There are two veteran trees on the eastern boundary along with high and moderate quality trees on the western and southern boundaries of the site. ⑧
- The Cutteslowe Park Cricket Field and Oxford Hawks Hockey Club adjoining the site at the southern end could pose risk of ball strike and light pollution to the new development. ⑨
- Oxford Road is a potential noise constraint. ⑩
- Although the site falls predominantly within Flood Zone 1 (low probability), the site slopes significantly to the east and includes land within Flood Zone 2 and the eastern part of the site is located within Flood Zone 3 and is unsuitable for built development. These areas of Flood Zone 2 and 3 are approximately 10 metres lower in elevation when compared to the areas identified for residential development, as shown in the Local Plan Review. ⑪
- Flood risk mapping indicates that there are localised surface water flow paths at low, medium and high risk of flooding.
- An 132 kV OTL powerline is positioned in the north-eastern corner of the site. ⑫
- Oxfordshire County Council's planned transport improvements to Oxford Road could have an impact on the site's western boundary and existing vegetation.
- Potential presence of badgers and brown hairstreak butterfly.
- There are a number of species-rich hedgerows which are situated along the eastern boundary of the site and which cut through the site.
- The nearby road network including A4165 (Oxford Road), A44 and A40 is congested at peak times.
- Once developed, the site would be vulnerable to commuter parking by non-residents.
- The proximity of the site to the safeguarded aggregate rail depot to the north east of Oxford Parkway Station should be considered.

## 4.0 Site Appraisal



- PR 6a Site Boundary
- Site Boundary of adjoining sites
- - - Cherwell District Boundary
- Green Belt
- Priority Habitat inventory
- Safeguarded aggregate rail depot
- NERC Act S41 Habitat
- District Wildlife Site
- Woodland Trust Sites
- High & moderate quality tree
- Veteran Tree
- Moderate quality group of trees
- Intact species-rich hedgerow
- Other important hedgerow
- EA Flood Zone 2
- EA Flood Zone 3
- 1 in 30 Surface Water Floodrisk
- 1 in 100 Surface Water Floodrisk
- 1 in 1000 Surface Water Floodrisk
- Watercourse
- Ditch
- Archaeological feature
- Anglo Saxon Barrows area of preservation
- Post-medieval Milestone
- \* Medieval features
- + Listed buildings and curtilage
- + Existing farmhouse
- Railway line
- 'A' road
- 'A' road and bus priority route
- Existing vehicle and/or farm access
- Public Rights of way
- Retain vehicle access
- National Cycle Route 51 / cycle lane
- OTL 132kv overhead line
- High sensitivity viewpoint
- Noise pollution requiring mitigation

Figure 10: Site constraints

## 4.2 Site Opportunities

### 4.2.1 Place Shaping

- Opportunity to create a contemporary urban extension to the existing built-up area of Oxford which connects to the Oxford Parkway Station and provides a high quality gateway to Oxford City.
- Opportunity to provide higher density and mixed use in close proximity to Oxford Road and Oxford Parkway Station.
- Opportunity to create a place that reduces the need to travel with the provision of a local centre and primary school that responds to residents' needs. To create a place where walking and cycling are the first modes of choice for travel and for longer journeys public transport is a natural choice.
- In Policy PR6a, there is provision to locate a local centre adjacent to the station and Park & Ride facility and a primary school in the southern end of the site. The policy allows for the refinement of these locations through the development brief process as part of the overall masterplan to maximise accessibility from the development. ①

### 4.2.2 Heritage and Townscape Character

- Opportunity to respond appropriately to the landscape, settlement patterns, building typologies and materials of the local area .
- Design to consider appropriate building heights and character relating both to the existing residential character of the surrounding area and the need to establish a high quality distinctive gateway to Oxford city.
- Opportunity to protect and create an appropriate setting to St Frideswide Farm through provision of substantial green buffer on the eastern edge of the site, to include the orchard and the pond, creating an area of open green space surrounding the heritage assets. ②

- Opportunity to incorporate the non-designated heritage assets - round barrows and post-medieval Milestone - within the landscape structure of the site and include interpretation to increase public awareness of the assets, subject to further archaeological assessment. ③
- Opportunity to consider incorporating the existing farmhouse (Pipal Cottage) and/or barn within the new development. ④
- Opportunity to create a well-defined urban edge along the eastern edge of the built development and a linear landscape buffer that clearly defines the green belt edge in line with Policy PR6a. ⑤
- Opportunity to establish an active frontage with a well-defined edge and a potential set back to Oxford Road to create a comfortable relationship between buildings and the highway. ⑥

### 4.2.3 Views and Sightlines

- Two prominent ridgelines through the site provide the scope to capture potential views across the landscape to the east including views towards Islip church. The design layout should consider the opportunity to reflect this in the landscape structure. ⑦

### 4.2.4 Landscape Character

- Opportunity to retain agricultural land in south-eastern corner in line with Policy PR6a which could be managed positively for farmland birds. ⑧
- Opportunity to retain high and medium quality trees and woodland wherever possible.
- Opportunity to retain, restore or enhance hedgerows and incorporate within green corridors (see Cherwell Design Guide section 4.7).

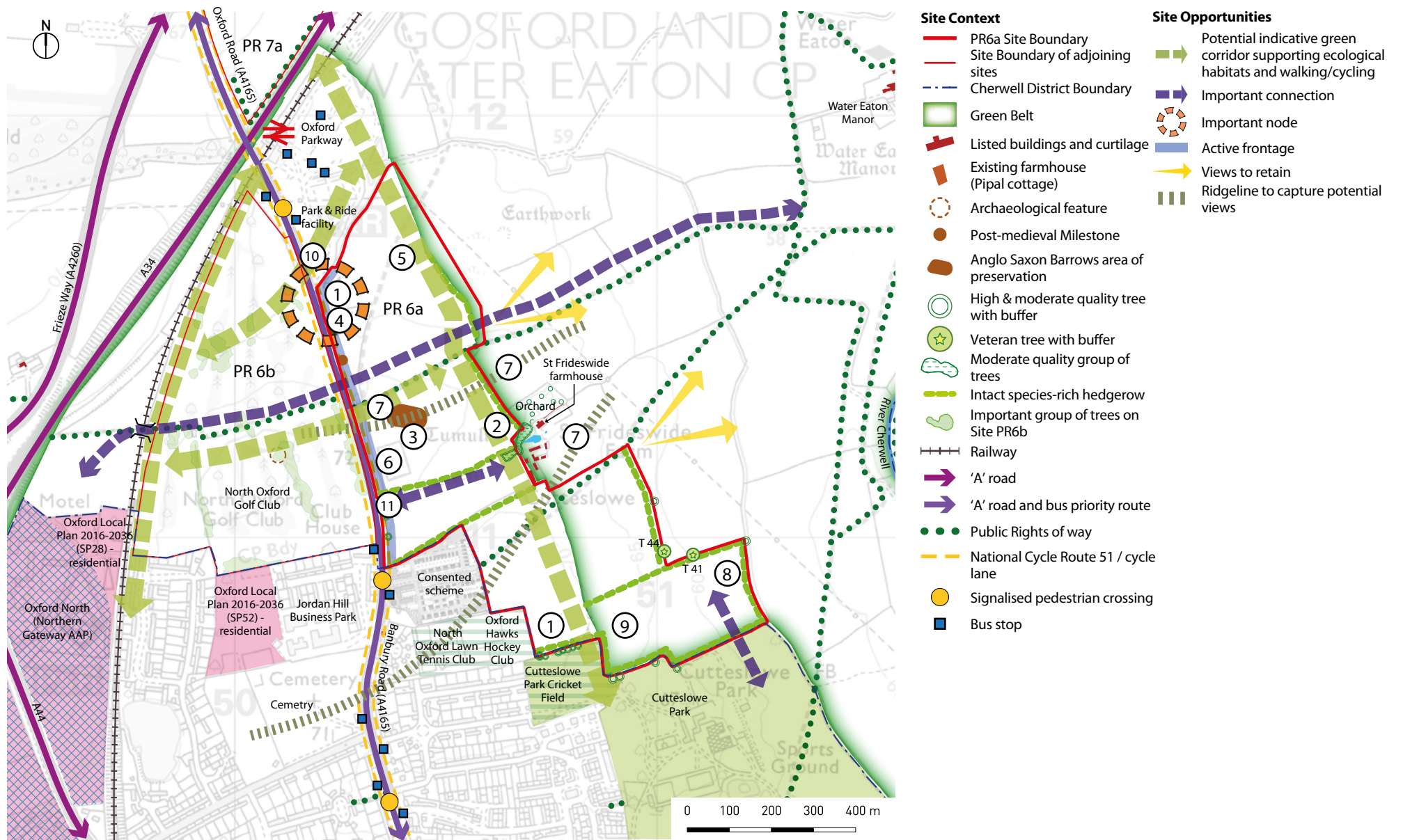


Figure 11: Site opportunities

- Opportunity for orchard planting and neutral wildflower grassland creation as part of proposed green infrastructure to the south of St Frideswide Farm.
- Opportunity to retain and enhance existing habitats wherever possible and form a connected green infrastructure network which would provide net biodiversity gains and assist in mitigation measures and habitat compensation. These habitats could include: Traditional Orchard, Three Ponds, Neutral Wildflower Grassland, and Rough Grassland for the benefit of Barn Owls. The orchard is an important foraging area for the local badger population. It is therefore important that any enhancements to the orchard are not to the disadvantage of the badgers, including during construction work.
- In line with Policy PR6a, there is an opportunity to extend Cutteslowe Park north into the allocated site to form a green link to the Oxford Parkway rail station and the Park & Ride and connecting with routes into the wider countryside. ⑨
- Opportunity to provide natural green spaces that combine Sustainable Urban Drainage features to control surface water run-off as an integral part of the open space strategy, utilising the existing topography, and watercourses.
- Opportunity for securing net biodiversity gains which should be informed by a Biodiversity Impact Assessment in line with Policy PR6a.

#### 4.2.5 Movement and access

- Opportunities for new vehicle accesses from Oxford Road including potential to make use of existing Park & Ride junction, in a co-ordinated manner between sites PR6a and 6b. ⑩
- Opportunity to promote sustainable modes of transport and create high quality walking and cycling network across the site responding to desire lines especially towards Oxford Parkway Station/Park & Ride, Oxford Road bus stops, and Cutteslowe Park.



Existing trees and shrubs long Oxford Road

- Opportunity for innovative and high quality design solutions to promote sustainable travel. It will be important to ensure through cooperation with the district, city and county councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.
- Opportunity to retain footpaths and access routes leading to St Frideswide and Water Eaton Manor and linking them into wider street network or green infrastructure corridors. (11)
- Opportunity to integrate the site layout with adjacent development sites including PR6b, and to enable connections with movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans.
- Opportunity to provide links to National Cycle Route 51 and a new leisure route northwards towards PR7a and a leisure/commuter cycle route southwards through Cutteslowe Park.
- Opportunity to help facilitate improvements to the pedestrian/cycling environment on Oxford Road, including increased pavement widths/ improved cycle lanes in co-ordination with the North Oxford Corridor Project.
- Opportunity to address parking and enforcement issues associated with the sites location.
- Opportunity to build on the public transport corridor by improving the southbound bus lane on Oxford Road.



Existing public bridleway leading to Water Eaton Manor

# 5.0 Vision and objectives

## 5.1 Vision

In response to the site's local surrounding context and constraints, the vision for the land east of Oxford Road site has gradually evolved to affirm the design opportunities available to meet the objectives of the LPPR and is described below. The vision is further developed by the Design Principles set out in this document, which set out the detailed requirements.

*Land east of Oxford Road will become a contemporary urban extension and gateway to Oxford City with its own local centre fronting Oxford Road, that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the west on site PR6b. A high-quality, publicly accessible corridor of green infrastructure at the eastern edge of the site will provide a soft edge to the Cherwell Valley and appropriate setting to the Grade II\* listed St Frideswide Farmhouse, and will connect with east-west green corridors towards the Oxford Road and PR6b. Opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network, including direct delivery of high quality cycle lanes on Oxford Road and connecting to Cutteslowe Park as well as direct delivery of a southbound bus lane on Oxford Road.*

The land east of Oxford Road is to be developed following the guidance contained within this document and in line with the policies of the Adopted Cherwell Local Plan 2011-2031 (Part 1), Cherwell Local Plan Partial Review 2011-2031 (Part 1) Partial Review – Oxford's Unmet Needs, guidance in the Cherwell Residential Design Guidance (2018), The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)

by Historic England (2017) and other relevant national and local policy and guidance. Key relevant local policies and guidance are listed at the end of each section of this chapter and the Development Principles chapter (Chapter 6) although all relevant policies, including those not listed, should be responded to. In particular, the development should meet the objectives and delivery requirements set out in Partial Review Plan Policy PR6a (see chapter 3.0 for details).

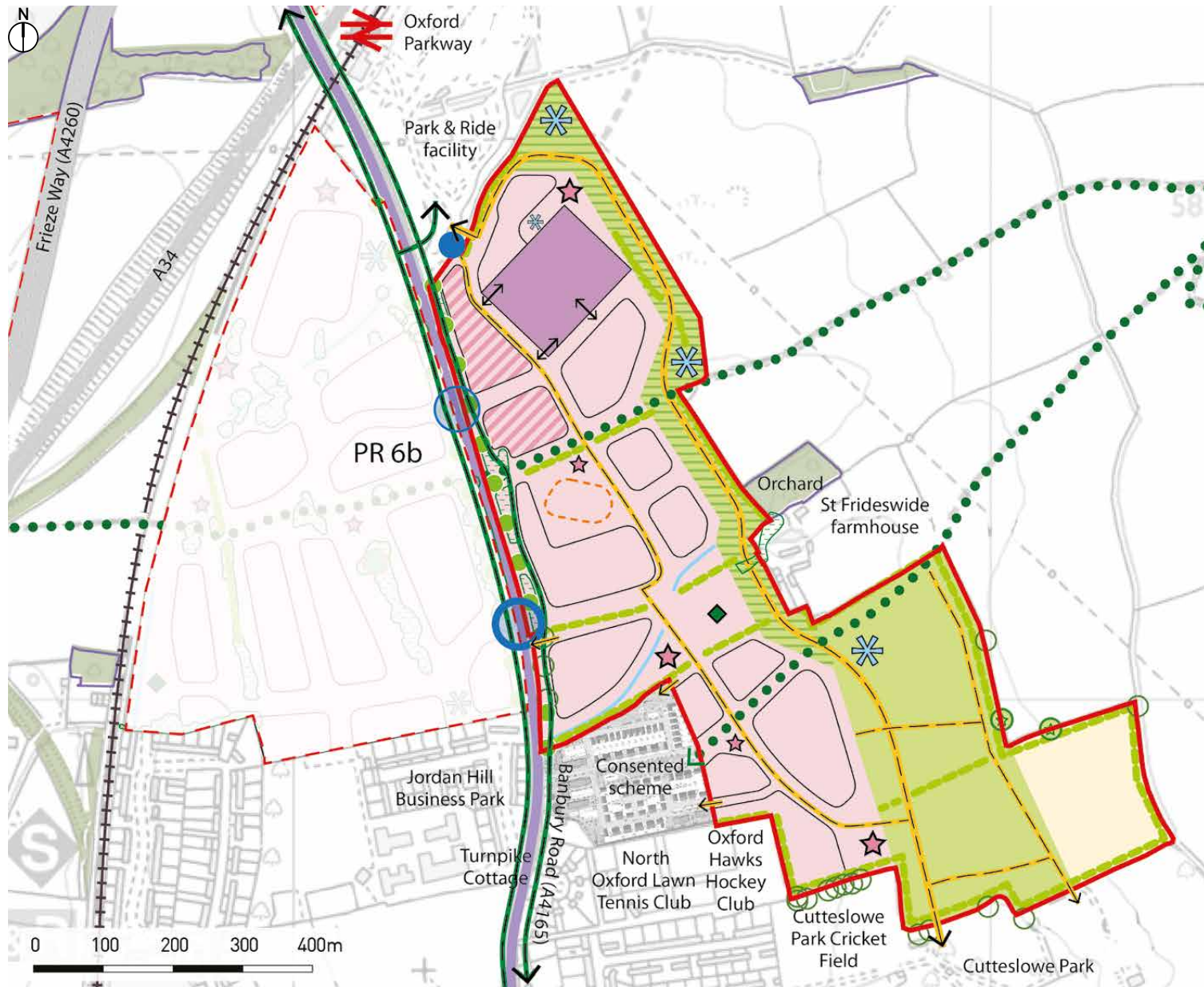
In summary, key delivery requirements under Policy PR6a include:

- 690 homes on 25 hectares of land
- local centre on 0.5 hectares of land
- primary school with two forms of entry on 2.2 hectares of land
- facilities for play and allotments within the developable area
- public open space on 11 hectares of land as an extension to Cutteslowe Park to include land set aside for creation of wildlife habitats with nature trail/ circular walks
- green infrastructure corridor on 8 hectares of land that incorporates a new public route suitable for all weather cycling
- retention of 3 hectares of retained agricultural land

It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities at south east Kidlington.

Figure 12 illustrates the development framework for the site reflecting the ambitions of the Vision and the requirements of Policy PR6a. Detailed design requirements which underpin the delivery of this development framework are set out in the next chapter.

## 5.0 Vision and objectives



- Site Boundary
- - - Site Boundary of adjoining sites
- Cherwell Local Plan Partial Review allocations**
- Residential
- Primary School use\*
- New green space/parks
- Green Corridor
- Retained agricultural land
- Development Brief Proposals and Existing Features**
- NERC Act S41
- Broad location for local centre
- Priority Habitat Inventory
- Retained/new hedgerows
- Retained trees
- Veteran tree
- Moderate quality group of trees to be retained where possible
- Formal avenue of trees
- Anglo Saxon Barrows area of preservation
- Indicative SuDS feature
- ✱ Drainage attenuation features (indicative location)
- ★ Play area (indicative location)
- ◆ Allotments
- ➔ Bus priority route
- Primary vehicular access point\*\* (all movements)
- Secondary vehicular access point\*\* (left in left out)
- Vehicular egress only point\*\* (left out)
- ↔ School access\*\*
- Existing Public Rights of Way
- ➔ Strategic cycle route
- ➔ New public walking and cycle routes

Figure 12: Development framework

\*School site location subject to further detailed assessment  
 \*\* subject to highway testing



Site PR6a is to be planned comprehensively with site PR6b, to create a connected movement network and green infrastructure corridors and safe routes to the primary school and local centre.

A joined-up design approach is particularly important where the sites front the eastern and western sides of Oxford Road and must be thought of together to provide a harmonious character across the street section and an attractive gateway to the City. The wider sites to the east and west are to have complementary but different characters.

Figure 13 illustrates the combined development frameworks for PR6a and 6b. The layouts must also allow for the sites to be developed as independent phases, with critical infrastructure such as drainage being dealt with on a site by site basis.

## 5.0 Vision and objectives



- Site Boundary
- - - Site Boundary of adjoining sites
- Cherwell Local Plan Partial Review allocations**
- Residential
- Primary School use\*
- New green space/parks
- Green Corridor
- Retained agricultural land
- Development Brief Proposals and Existing Features**
- NERC Act S41
- Broad location for local centre
- Priority Habitat Inventory
- Retained/new hedgerows
- Retained trees
- ☆ Veteran tree
- Moderate quality group of trees to be retained where possible
- Formal avenue of trees
- Anglo Saxon Barrows area of preservation
- Indicative SuDS feature
- ✱ Drainage attenuation features (indicative location)
- ☆ Play area (indicative location)
- ◆ Allotments
- ➔ Bus priority route
- Primary vehicular access point\*\* (all movements)
- Secondary vehicular access point\*\* (left in left out)
- Vehicular egress only point\*\* (left out)
- ↔ School access\*\*
- Existing Public Rights of Way
- ➔ Strategic cycle route
- ➔ New public walking and cycle routes
- Improved railway crossing (PR6b)

Figure 13: PR6a/6b joint development framework

\*School Site location subject to further detailed assessment  
 \*\* subject to highway testing

## 6.0 Development Principles

### 6.1 Sustainable construction and energy efficiency

The development is to comply with and where possible exceed the local and national standards for sustainable development. This includes mitigating and adapting to climate change, increasing local resource efficiency, minimising carbon emissions, promoting decentralised and renewable or low carbon energy and ensuring that the risk of flooding is not increased.

The detailed layout of the development is to encourage the sustainable and safe management of waste in each individual household. The use of recycled materials in the construction of the development and consideration of the Circular Economy is supported.

Construction Exclusion Zones and haulage routes are to be incorporated into the build programme in order to protect the site's green infrastructure and topsoil resource. Topsoil is to be managed in accordance with up to date guidance.

Electric vehicle charging is to be provided in accordance with the most recently adopted policy at the time of the planning application being determined.

The following policies set out the Council's current detailed requirements.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

- Policy ESD 1: Mitigating and Adapting to Climate Change
- Policy ESD 2: Energy Hierarchy and Allowable Solutions
- Policy ESD 3: Sustainable Construction
- Policy ESD 4: Decentralised Energy Systems
- Policy ESD 5: Renewable Energy
- Policy ESD 6: Sustainable Flood Risk Management
- Policy ESD 7: Sustainable Drainage Systems
- Policy ESD 8: Water Resources
- Policy ESD 15: The Character of the Built and Historic Environment

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

- Chapter 4: Establishing the Structuring Principles
- Chapter 7: Building Elevations and Details
- Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

Oxfordshire Electric Vehicle Infrastructure Strategy, Oxfordshire County Council, March 2021

## 6.2 Healthy Place Shaping

Healthy place shaping is a strategic priority for both Oxfordshire's Health & Wellbeing Board and the Future Oxfordshire Partnership (formerly the Oxfordshire Growth Board) which is using the Oxfordshire Housing & Growth Deal to embed healthy place shaping in the planning process, especially in light of emerging evidence from local and national experience of Healthy New Towns (including the initiatives at Barton Park and Bicester Healthy New Towns) and the significant positive impact on health and well-being. This is reflected in the guiding principles of the Oxfordshire Strategic Vision.

This early planning and provision of health promoting design and infrastructure, such as community facilities, green spaces and safe and legible walking and cycling routes, has been shown to be important in influencing and establishing positive behaviour, healthier life-style habits and cohesive, connected communities.

Site PR6a will be developed in a way which contributes to healthy living and the well-being of its local residents and visitors. It will:

- provide new and enhanced walking, wheelchair and cycling connections which support active lifestyles at any age and which prioritise pedestrians and cyclists over the car
- improve and enhance connectivity to the existing public rights of way towards the Cherwell Valley, Cutteslowe Park, Oxford North growth area and National Cycle Route 51 connecting to Oxford and Kidlington
- provide direct walking and cycling connections with Oxford Parkway Station and the Park & Ride
- create significant areas of new accessible public open space including a major extension to Cutteslowe Park, a corridor of parkland at the site's eastern boundary, east-west green corridors, new urban green spaces, allotments and play space
- provide a local hub for the community through the creation of a primary school and adjacent local centre, health care provision and green square

- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life
- Retain the cultural heritage of the site including archaeological remains, historic landscape features and views to the Cherwell Valley
- Accessibility is to be considered in the design of streets, public realm and properties. For example in relation to property accessibility for wheelchair users this would include providing private access from the ground floor to flats, accessible parking spaces next to the entrance, and locating wheelchair accessible dwellings at ground floor level unless exceptional circumstances have been demonstrated.

The Health Impact Assessment commissioned for the Oxfordshire Authorities has been developed as an HIA proforma/toolkit and methodology to be applied to local plans and major developments in the county to achieve a consistent approach. The toolkit was published in 2021.

The development of the site should comply with policies that promote the creation of healthy communities including those listed below.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD15: The Character of the Built and Historic Environment

### **Reference should also be made to:**

Oxfordshire's Strategic Vision for Long-term Sustainable Development, Future Oxfordshire Partnership, May 2021

Oxfordshire Health Impact Assessment Toolkit, Oxfordshire Growth Board, January 2021

### 6.3 Character and layout

The site is to be developed as an extension of Oxford with a visible and distinctive frontage onto Oxford Road, and a scale and density which is appropriate to its gateway location and proximity to public transport stops. The eastern part of the site will create a softer edge onto the countryside to the east with views to the Cherwell Valley and Water Eaton. The green corridor along the eastern boundary together with the parkland will create characterful spaces for movement, play and recreation.

The development is to follow the general design approach set out in the Cherwell Residential Design Guide.

#### **Development principles:**

- The development is to provide a legible hierarchy of streets and spaces, with urban form and massing varying in response to the proposed character areas and local setting (see section 6.3.4), reflecting the site's historic character, existing landscape and its location at the gateway to Oxford City and proximity to public transport routes. A monotonous suburban layout and highways-led design is to be avoided.
- High quality, contemporary architecture will be required which is distinctive and sensitive to the setting of heritage assets, especially St Frideswide Farm and the farm complex on the Oxford/Banbury Road, and responsive to the locality through the use of local materials, typologies and detailing.
- A variety of different housing designs and typologies are to be provided in response to the proposed character areas. Individual properties are to be arranged to create enclosure and a well-defined frontage to the street.
- The local centre and school are to be located in the central/northern part of the site and in close proximity to one another to create a community focus for the neighbourhood. The facilities are to be accessible on foot, wheelchair and bicycle from all parts of the development and from PR6b. The local centre is to have frontage to Oxford Road to encourage passing trade.
- The design is to integrate with the existing public rights of way (PRoW) network and provide strategic east-west connections via PR6b and north-south connections to Cutteslowe Park and Oxford Parkway station.
- Heritage assets including the ploughed remains of the Anglo Saxon barrows are to be incorporated and referenced in the landscape design of the site.
- Existing high-quality hedgerows, trees and drainage corridors are to be integrated into the overall layout within green infrastructure corridors.
- The green infrastructure corridor and extension of Cutteslowe Park are to provide publicly accessible green space, wildlife habitat creation with nature trails, minimise the visual and landscape impact of the development, create an appropriate setting to the St Frideswide Farmhouse and Wall and provide a clear distinction between the developed part of the site and the Green Belt.
- Homes are to overlook public green spaces, including the green infrastructure corridor and parkland to the east, to provide passive surveillance of those spaces.
- Housing is to meet the Nationally Described Space Standards – Technical Standards and CDC's Developer Contributions SPD.
- The affordable housing tender mix is to be agreed with Cherwell District Council. There is a preference for social rent tenure in line with Oxford City Council policy.
- Long distance views to the Cherwell Valley and St Frideswide Farm along historic east-west routes are to be retained and new view corridors created within the street layout
- Views from Oxford Road into the site are to be opened up through the selective removal of low level vegetation to create a formalised landscape character on Oxford Road with active development frontage set-back, and allowing long distance views from Oxford Road to the wider landscape as noted above, and as shown indicatively on Figure 15.

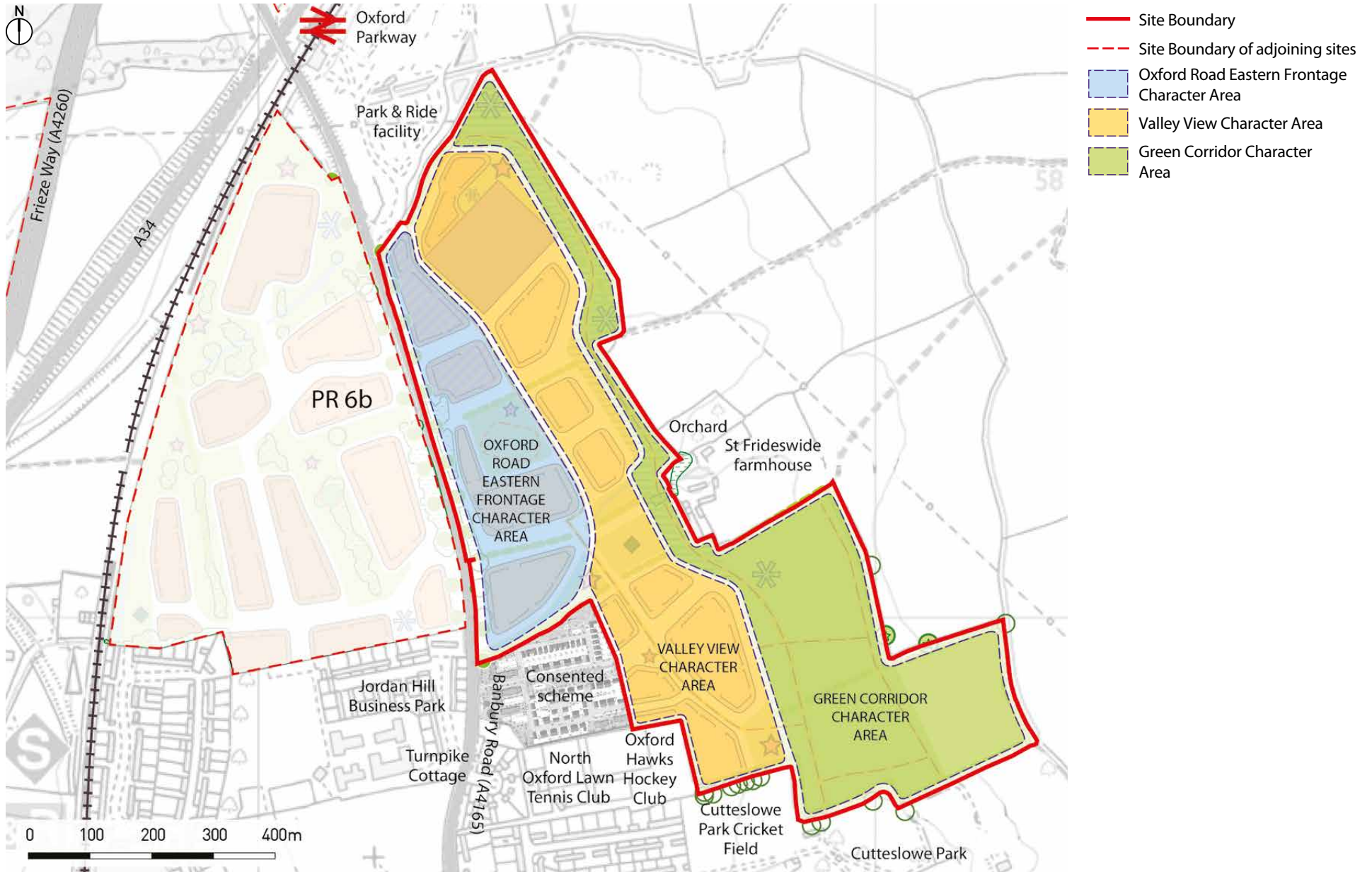


Figure 14: Character areas

The development will create three or more distinct but complementary areas of character. Each character area will be identified by its location and generate a sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. We have suggested below three potential character areas, and the general principles for each. These could be developed further with the outline application in order to provide sub-categories. The detail of character areas will be defined through subsequent characterisation and design work:

- Oxford Road eastern frontage
- Valley view character area
- Green corridor

Each area is described in more detail below. Figure 14 provides an overview of the development site character areas.

Figure 15 provides further detail on urban design parameters including layout, frontages and building heights. Please note that the urban block structure shown is indicative and will need to be further sub-divided and refined through the design process.

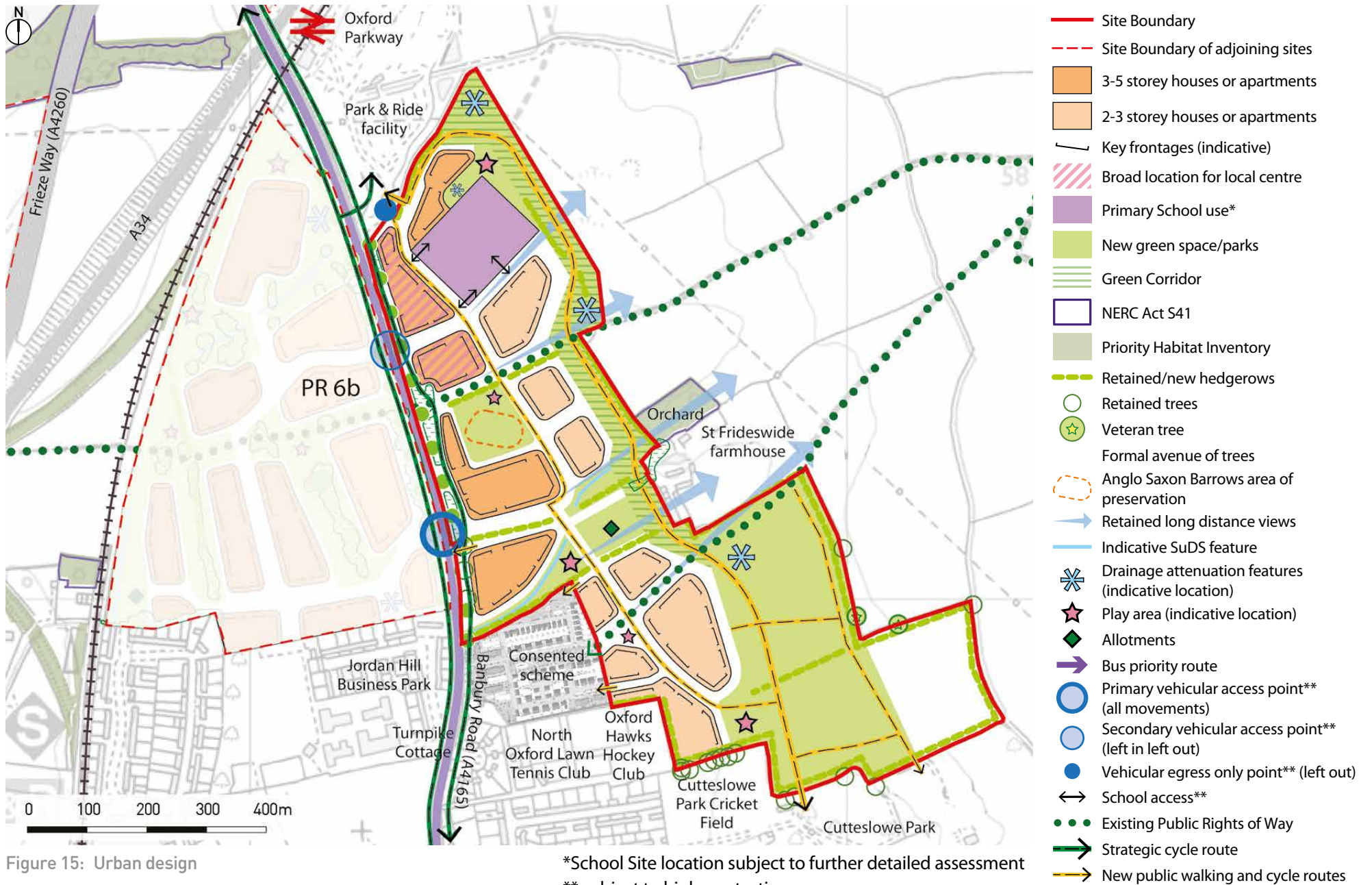


Figure 15: Urban design

\*School Site location subject to further detailed assessment  
 \*\* subject to highway testing



### 6.3.1 Oxford Road eastern frontage character area

Fronting onto Oxford Road this character area will have a formal, contemporary townscape set behind trees, creating a distinctive entrance to the city from the north. It will provide access to the development via two junctions and a primary street and will be activated by the local centre, bus routes and strategic east-west walking and cycling links forming a node of activity in the centre of the site.

The character area is to be designed to take account of and connect with active travel and public transport improvements on Oxford Road which are being developed by Oxfordshire County Council.

Further design principles for the local centre are provided in section 6.6

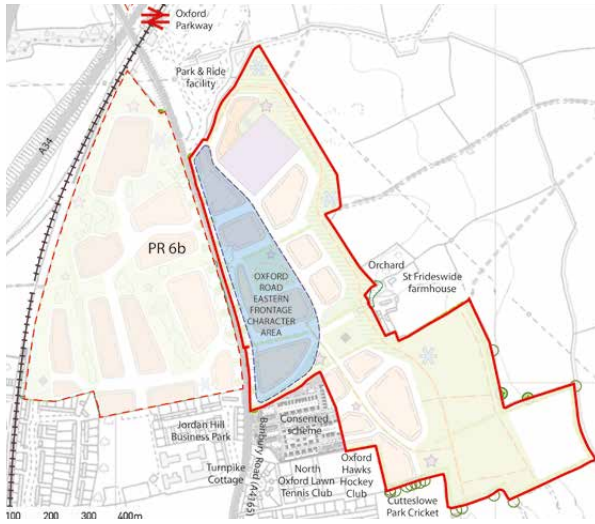
#### **Development principles**

- Properties are to front onto Oxford Road and be visible from the street, but set back behind a tree corridor comprising retained high and moderate quality trees (thinned out, and ground vegetation removed except where this would result in harm to existing wildlife corridors) and newly planted trees. This will formalise the landscape character and create visibility and pedestrian access to the development frontage.
- The majority of the area is to be 3 storeys. 4 to 5 storey buildings will be appropriate only in key locations such as movement nodes, corners or vista stops in the western part of the character area where particular emphasis is required. To the east the scale is to be 3 storeys fronting the primary street.
- The school is to be free from shading that would affect buildings, external teaching areas and play areas. As a result, building heights adjacent to the school site may need to be reduced. The shading impact of adjacent development on the school site is to be demonstrated as part of the planning application.
- The principles of good acoustic design are to be followed in the site layout and the internal design and specification of properties and gardens to mitigate the impact of potential noise pollution arising from Oxford Road.

The housing frontage is to be continuous, as far as possible, and itself act as a further barrier to the noise arising from Oxford Road.

- Ground floor residential properties are expected to have a private set-back of 1-2m and a high quality, formal boundary treatment in keeping with the character of the street (such as a wall, hedge or railings) to ensure privacy in ground floor rooms and clear definition of the public /private boundary.
- The existing residential property on Oxford Road (Pipal Cottage) is to be sensitively incorporated into the overall layout of this character area.
- The local centre is to be located within the broad location identified on Figure 12 with frontage onto Oxford Road and the east-west walking and cycling route and overlooking a public green space.
- Within the local centre, buildings will have a vertical mix of uses for example ground floor retail and residential or office above. Front doors to upper floor uses are to be integrated into the active street frontage, rather than accessed via the rear.
- The remnant Anglo Saxon round barrows are to be incorporated, appropriately buffered and referenced within the design of the central green space.
- Pedestrian and cycle access to the site will be provided in conjunction with the PRow in the centre of the site, where provision will be made for direct access across Oxford Road. Further pedestrian and cycle access points will be provided with the primary vehicular junction and at, or as close as possible to, the Park & Ride junction at the northern end of the site.
- Vehicle access to the site and the character area will be provided by two junctions to the north and south and a further egress point onto the Park & Ride junction at the northern end of the site, linked by the primary street and secondary access streets. Other than for Pipal Cottage, vehicle access to individual properties direct from Oxford Road will not be permitted.
- Reduced levels of parking are to be provided, with parking for apartments and townhouses located to the rear of properties in small parking courts or rear garages serving a maximum of 6 properties. Garages in the street elevation are not permitted, neither will frontage parking or side-of-house parking be permitted.

Oxford Road eastern frontage character area location and precedent photos



Location plan



Planted boundary separating public and private space



Three storey townhouses



Properties set behind tree lined street, Bicester



Active frontage onto main road and walking/cycling route

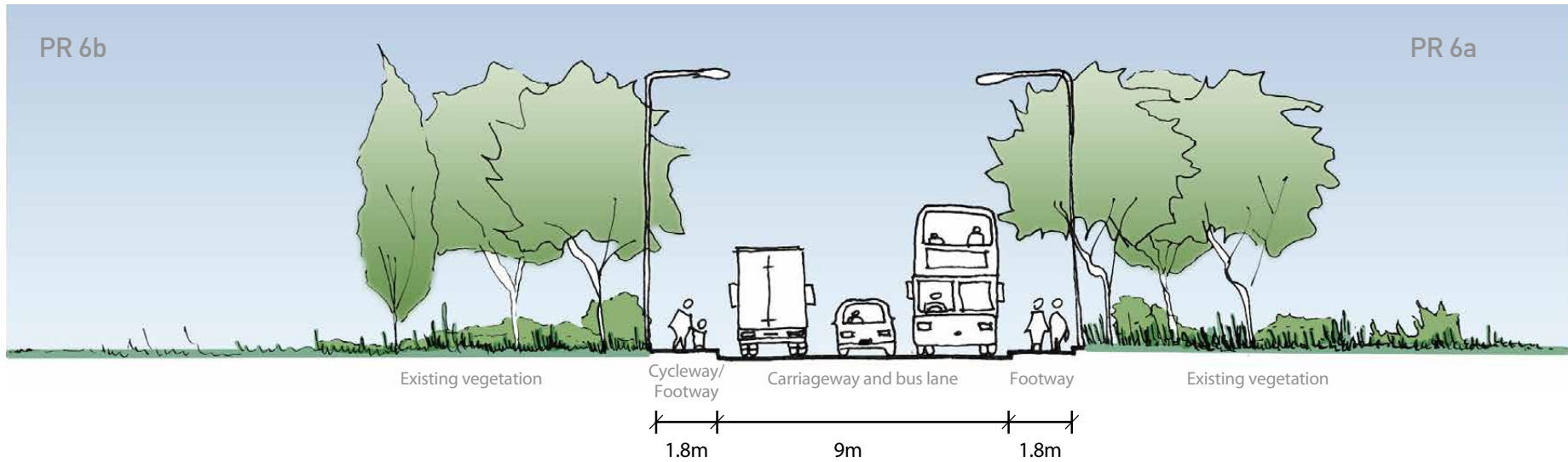


Figure 16: A-A – existing Oxford Road cross section (refer to Figure 19 for section location)

Page 75

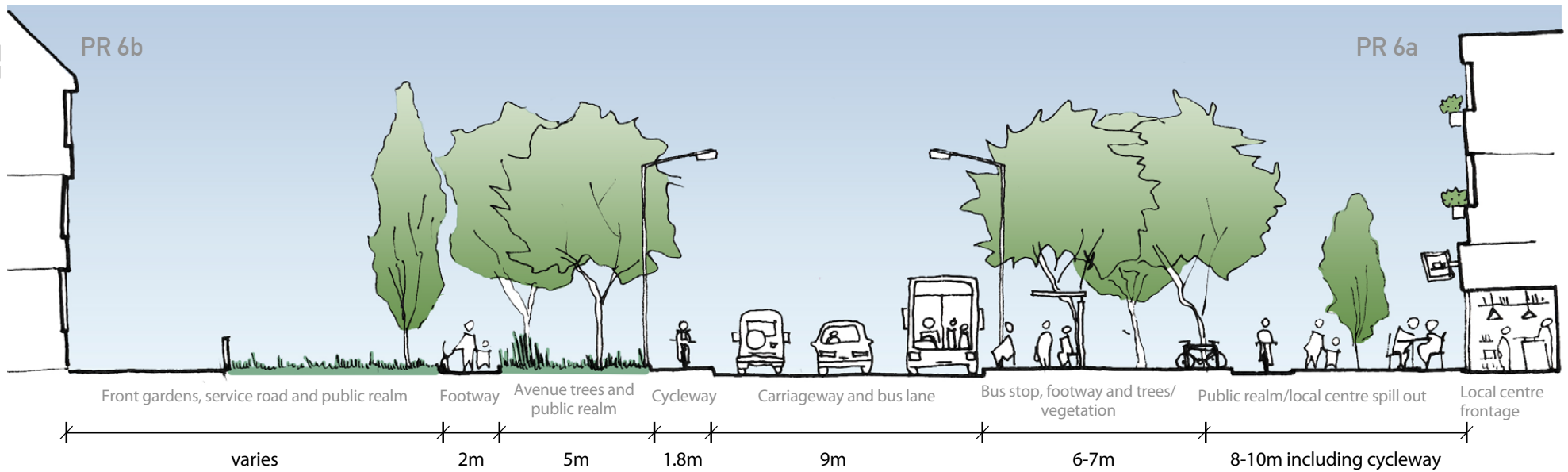


Figure 17: A-A – indicative proposals for improvements to Oxford Road showing relationship to PR6b and PR6b frontages (subject to final Oxford Road design by OCC).

### 6.3.2 Valley View character area

Running north-south in the middle of the site, this character area provides a transition in scale and character from the primary street in the west to the green corridor in the east which overlooks the Cherwell Valley. It will provide a mix of family housing and contain the proposed primary school, local green open spaces and two key east-west pedestrian and cycle routes.

#### **Development principles**

- A range of housing typologies and heights are appropriate reflecting the immediate local setting of the green corridor and parkland, Park & Ride and the primary street.
- A formal character with a street-based, perimeter block arrangement is expected.
- Homes are to front onto and overlook the green corridor and parkland.
- The street layout is to be designed to retain longer distance views towards the Cherwell Valley and Water Eaton and within the site to St Frideswide Farm, including historic views along existing field boundaries/lanes.
- Parking will be provided on street and on-plot to the side of semi-detached and end of terrace, or accessed from the rear. Parking to the front of properties is to be avoided.
- The shape and location of the proposed school site is indicative and will be subject to further detailed assessment as part of the outline application process. See section 6.6 for further details.
- SuDs swales/ditches are to be provided crossing the area, following existing drainage paths where possible. These are to be accommodated within the street or within green corridors. Extra care is to be taken to protect heritage assets from potential flooding.

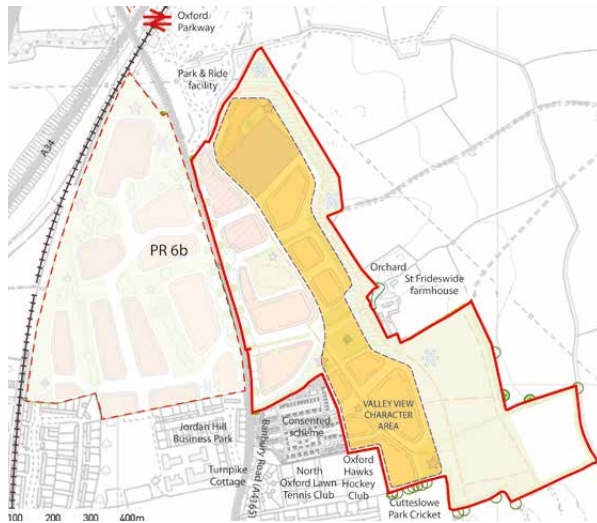
#### **Northern area**

- Appropriate housing typologies in this location include 3 storey townhouses and/or small apartment buildings close to the primary street and Park & Ride/station; to 2-3 storey houses on larger plots overlooking the green corridor. Building heights are to be finalised through detailed consideration of the impact on views from the Cherwell Valley and the setting of heritage assets including St Frideswide Farm.
- Properties with a near-continuous building line are to front towards the Park & Ride site, set back behind the retained woodland corridor and green link, in order to protect and mitigate noise levels in the back gardens and limit light pollution from the Park & Ride into the site.
- Properties adjacent to the green corridor are to front onto and provide passive surveillance of the green space and walking and cycling routes. A more informal, near-continuous building line and landscaped front gardens of up to 4m are appropriate in this location.

#### **Southern area**

- The grain of the development is expected to be looser in the area adjacent to St Frideswide Farmhouse with a greater proportion of larger plots and houses, within an efficient overall layout. Appropriate housing typologies include semi-detached, short runs of terrace and occasional detached properties. Further south, higher density terraces will be appropriate reflecting the more linear grid of the Victorian street pattern in Oxford to the south of this area and the adjacent Oxford City site proposals.
- Building heights are to be predominantly 2-3 storey reflecting the scale of adjacent residential areas.
- The layout is to minimise the visual impact on the setting of the Grade II\* listed St Frideswide Farmhouse. The approach to St Frideswide Farm needs to respect its special architectural and historic character and setting and retain the existing hedgerows.

Valley View character area location and precedent photos



Location plan

Semi-detached houses and short runs of terraces overlooking the green corridor



Terrace properties at Elmbrook, Bicester



John Harper Road, Adderbury, arrangement of different house types to create a corner and continuous frontage with archway to rear parking court

- The layout in the south western part of the character area is to connect and co-ordinate with the adjacent Oxford City Council development site.
- The layout at the southern boundary is to consider the potential risk of noise and ball strike from adjacent cricket and hockey clubs, with appropriate garden size and building setback to mitigate these issues.

### 6.3.3 Green corridor

The third character area covers the eastern part of the site which is partially designated Green Belt. Uses in this area include public open green space, new wildlife habitats, green infrastructure corridor and agriculture. It is to be kept free from built development.

Development principles relating to green infrastructure within this character area are provided in section 6.5.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

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

Policy ESD 17: Green infrastructure

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6a – Land east of Oxford Road

Policy PR2 – Housing mix, tenure and size

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 6: Building and Plot Arrangements

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice

Advice in Planning Note 3 (Second Edition), Historic England 2017

Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018

## 6.4 Movement and access

### 6.4.1 General principles

The layout of the site is to create excellent cycle, pedestrian, wheelchair and vehicular 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 'Oxford North' site, to Oxford Parkway and the Park & Ride, to existing and new points of connection off-site and to existing and potential public transport services. In doing so, and by connecting directly with the surrounding street network, the layout will encourage movement by walking and cycling and limit unnecessary car trips.

Access should be co-ordinated and junctions co-located between PR6a/6b as far as possible to minimise the impacts of highways infrastructure, and enhance east-west connectivity between the sites, subject to detailed design.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide, Manual for Streets and LTN 1/20 (Cycle infrastructure design) in a manner which is appropriate to the character and quality of place which is to be created as described below.

A standardised highways-led layout is not acceptable: carriageway space and turning radii are to be limited (in line with adopted guidance).

The site design is to accommodate requirements arising from Oxfordshire County Council's planned improvements to Oxford Road which may affect the western boundary of the site. Indicative sections showing improvements to Oxford Road are shown on Figure 16 and Figure 17. These are indicative and subject to refinement of the masterplan designs on the adjacent PR6b and PR6a frontages. Please note that changes shown to cycle lanes, bus lanes and footways are indicative only; proposed improvements to the Oxford Road corridor are being developed by Oxfordshire County Council in consultation with PR6a and PR6b landowners.

### 6.4.2 Vehicle access

Policy PR6a requires at least two site access points be provided from existing highways, primarily from Oxford Road. The preferred locations for access are described below. These locations are to be refined and tested through detailed design and transport modelling and agreement with Oxfordshire County Council.

#### **Development principles:**

- Subject to detailed testing, the primary vehicle access is to be via a new, all-movements, signalised junction onto Oxford Road which must be aligned with the new primary access into PR6b. The junction is to be located in the southern part of the site, in the location of the existing access point towards St Frideswide Farm as shown on Figure 19. The junction will prioritise pedestrian and cycle movement on all arms, and is to enable bus priority north and southbound on Oxford Road.
- A secondary access point is to be located in the northern part of the site. This is to take the form of a new left-in, left-out junction onto Oxford Road with pedestrian, cycle and bus priority across the frontage. The location of the junction is to be agreed with OCC, with an indicative location shown on Figure 19. It is not essential for this junction to be directly aligned with the secondary access to PR6b.
- A third junction is to be provided at the northern end of the site onto the Park & Ride arm. This is to be a left-out only design which will allow vehicles to then turn right at the signals. This is to be unsignalized and must allow for bus and ped/cycle priority across the junction.
- The size and type of all junctions will need to be determined by the scale of impact of sites PR6a and PR6b assessed together, have sufficient capacity to cope with demand from both developments, and are to be agreed with OCC Highways.

- A direct, connecting primary street will be created between the three access/ egress points. The primary street will provide access to the local centre and primary school and secondary routes providing access to all parts of the site.
- Access to St Frideswide Farm is to be provided from the southern access and internal street network which will follow the existing track alignment and retain the existing hedgerow and grassed verge as far as possible.
- Access to the Water Eaton Estate farmland and residential properties including access for large farm vehicles, is currently provided across the centre of the site via the lane and bridleway running east-west. This access is to be re-routed, potentially via the proposed northern access junction, with details to be agreed with OCC. This is to enable the east-west walking/ cycling route, following the bridleway to be vehicle free in the vicinity of the local centre.

#### 6.4.3 Pedestrian and cycle access

Pedestrian, wheelchair and cycle access points into the site will be provided on all boundaries, connecting north-south and east-west routes across the site with the surrounding area and co-ordinating with access points into PR6b (see Figure 19 for indicative general locations).

#### **Development principles:**

The following access points for pedestrians, wheelchair users and, where appropriate, cyclists are to be provided:

- At least four access points west onto Oxford Road, providing direct access to the bus stops and cycling infrastructure along Oxford Road.
- Access to the Park & Ride facility to the north linking to the green infrastructure corridor.
- Access to the adjacent Oxford City Council housing site, enabling the continuation of the existing footpath towards Oxford Road.



Pedestrian, wheelchair and cycle route

- Regular access points from the developable area, into the parkland and green infrastructure corridor to the east and into Cutteslowe Park to the south, connecting with the network of public rights of way and the surrounding countryside.



#### 6.4.4 Street hierarchy and typologies

The street hierarchy for the site identified on Figure 19, follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

- Primary – general residential street typology
- Secondary – minor residential street or lane typology

All streets across the site should have a maximum design speed of 20mph.

Cross sections including the provision of cycle lanes and footways are indicative only and subject to detailed modelling. Variations to the cross sections may be permissible where they respond to delivering high quality walking and cycling infrastructure in line with LTN1/20 principles, or where site constraints may dictate, for example in the central part of the site.

#### Primary street

The primary street is to provide a north-south connection between the access and egress points and give access to a connected network of secondary streets.

#### Development principles:

- The primary street is to follow the design guidance for general residential streets set out in chapter 5.0 of the Cherwell Residential Design Guide. (Refer to 5.4 Indicative layout for general residential street on page 64).
- It is to have a formal character with a near-continuous building line and small front gardens.
- Parking is to be provided on street, to the side or rear of properties. Front drive parking is not permitted.

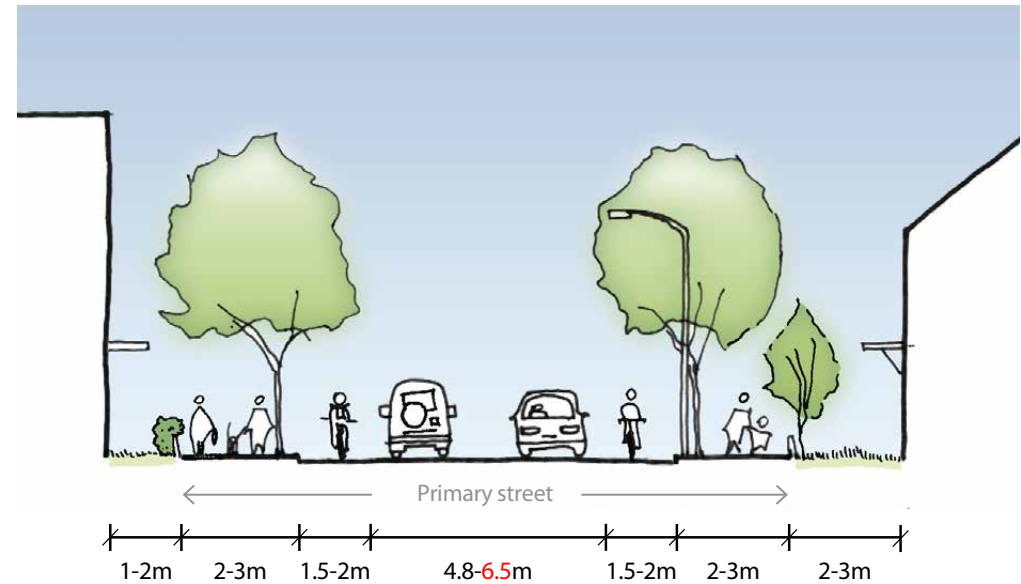


Figure 18: B-B – typical primary street cross section  
(refer to Figure 19 for section location)

- The street should have a carriageway of between 4.8 – 6.5m varying to accommodate street trees, opportunities for on-street parking and pinch points for speed control (which should also be reflected in the building line).
- Cycle routes should be provided in line with LTN1/20.
- The street is to be designed to enable coaches to visit the school site with a continuous circular route out of the development.

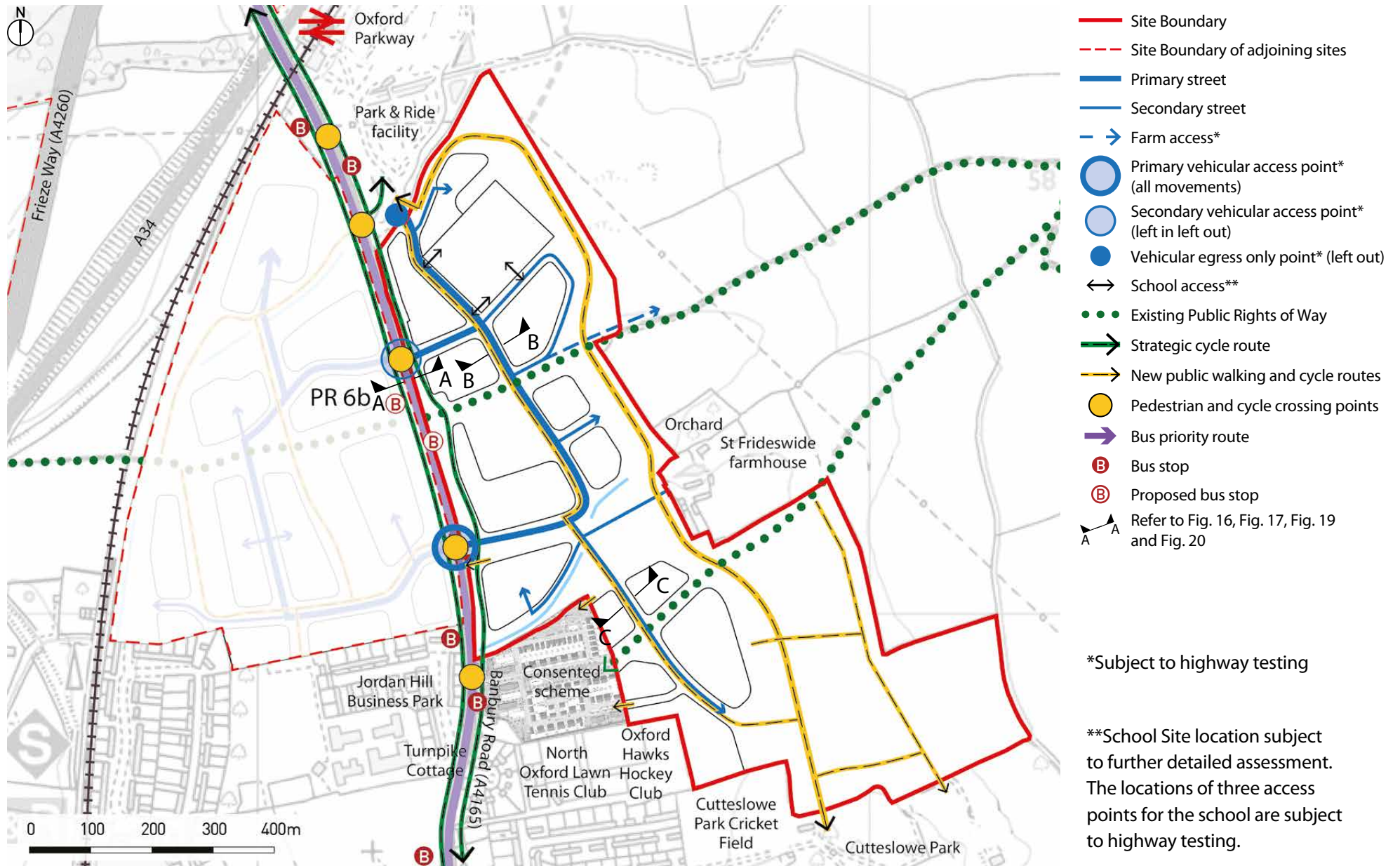


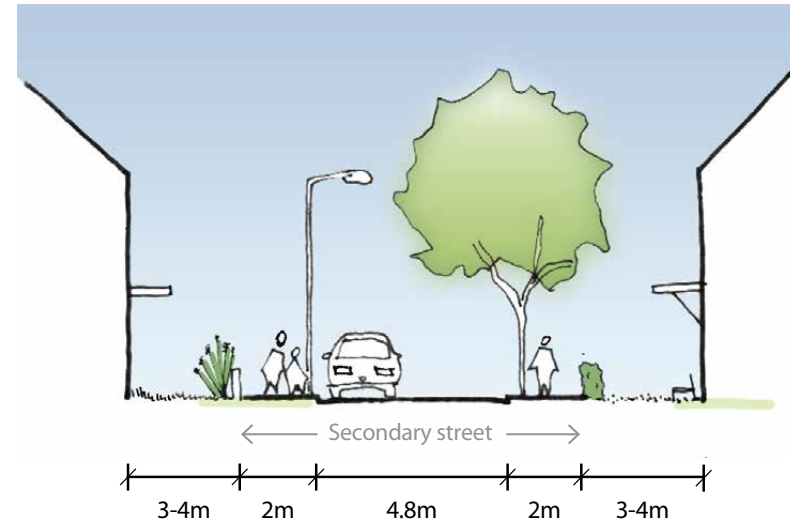
Figure 19: Movement and access

### Secondary streets

Secondary streets run off the primary street and will be provided throughout the development site serving individual urban blocks. Secondary streets will be low speed / flow environments and will not require separate cycleways.

#### Development principles:

- The secondary streets are to follow the design guidance for minor residential streets or lanes set out in chapter 5.0 of the Cherwell Residential Design Guide. (Refer to figure 5.5 Indicative layout for informal lane on page 65).
- Streets should generally accommodate a 4.8m carriageway plus footways. On no through routes, or where streets they abut green spaces, the streets may take the form of shared lane of minimum width 6m to allow for a protected pedestrian corridor adjacent to an effective 4.8m road width, subject to the necessary safety audits. On any side where there is no footway, a 800mm maintenance margin is required in addition to this.
- Streets around the school site are to be designed to avoid dead ends and the road layout is to allow circular routes.
- A coach drop-off/pick-up layby (for one coach minimum of 18m straight length plus approved entry and exit arrangements such as tapers) is to be provided on the highway adjacent to the main entrance to the school.



Shared surface lane with parking and street trees

### 6.4.5 Walking and cycling network and strategic links

The walking and cycling network will comprise: the connected street network; enhancements to the existing public rights of way crossing the site; and a new public green link which will provide a key walking and cycling link, suitable for all-weather cycling and wheelchair use, running north-south through the site along the eastern green infrastructure corridor.

#### **Development principles:**

- All new pedestrian and cycling routes are to be designed in accordance with Local Transport Note 1/20: Cycle Infrastructure Design published by the Department for Transport. Detailed designs are to be agreed with OCC and CDC's Development Management Teams prior to the submission of a planning application.
- Routes should support wider connectivity, in line with the emerging Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).

#### **North-south green links**

- The green link will provide a connection between Cutteslowe Park and Oxford Parkway Railway Station/ Park & Ride and link with the wider public rights of way network running east-west.
- The design of the route is to provide a safe and attractive environment for its users be they leisure cyclists, wheelchair users or pedestrians.
- It will comprise an off-street footway and cycleway, appropriately lit, made of high-quality surface material appropriate to the surrounding context. Cycleways are adoptable provided they are lit in accordance with a lighting design acceptable to OCC, drained following SUDS principles and connected to the existing adopted highways network. In parts of the site where this may not be possible the green link could fall within the management company's remit and secured within the S106 to be retained open for public use and maintained.
- It should be integral to the landscape design of the green corridor and sensitive to the character and habitat of the corridor. This includes appropriate lighting to minimise impact on wildlife and the setting of heritage assets.

- An additional north-south walking and cycling route may be provided in the centre of the site (on the proviso that this does not impinge on the green infrastructure corridor, result in harm to archaeological remains or require other land uses to be moved such that they would encroach into the Green Belt).

#### **East-west links**

- Subject to ecology studies, the existing bridleway running east-west across the centre of the site is to be enhanced as a high quality walking and cycling link connecting to the north south green link, and continuing east as the existing access to the Water Eaton Estate. Subject to the rerouting of farm and Estate vehicle traffic (see above) it is intended that this route be vehicle-free.
- The second east-west public right of way is to be retained and incorporated into the overall site layout, with a connection made into the adjacent Oxford City Council development site, where the connection will also provide an emergency vehicle access point. Additional links from the site to the adjacent City Council development are to be provided to the north and south.
- New public walking routes are to be provided across the parkland to connect with existing footpaths and into Cutteslowe Park.
- Routes within the developable area are to be overlooked by building frontages to provide passive surveillance.
- Three formal, direct pedestrian and cycle crossings are to be provided on Oxford Road in order to provide safe crossing and to allow direct connections between PR6a and PR6b. These are to be located: as part of the new primary junction in the south of the site; in the centre of the site connected to the existing bridleway; and at the Park & Ride junction in the northern part of the site. In accordance with the movement hierarchy proposed, pedestrian and cycle crossings will have priority over other vehicular traffic.

### 6.4.6 Parking

Car parking provision and design will be in line with the Oxford City parking standards having regard to the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets.

Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, including provision of hire vehicles such as e-scooters and e-bicycles, automated vehicle idling points, potential AV, cargo bike storage and an electric car club, together with features such as locker and storage space enabling delivery consolidation, delivered in association with reduced car parking requirements across the site.

Cycle parking provision is to be in line with OCC's adopted cycle parking standards.

To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site.

#### **Development principles:**

- A range of parking solutions should be used, appropriate to the street and plot typology.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This should be integrated into the street design and clearly defined.
- Street design and management are to include appropriate measures to restrict parking by Park & Ride / rail station users. Management measures are to be agreed with OCC.
- On plot parking to the rear or side of homes (not in front) can be provided for detached, semi-detached or end of terrace homes. It should be accessed from the front or via a rear lane.



On-street parking



Landscaped, rear parking court which relates well to the properties it serves

- Rear courtyard parking is generally the least preferred solution but helpful to create a strong building frontage along the primary street and to Oxford Road. Rear parking should be clearly related to the building it serves and should be planted with trees and shrubs to minimise the impact of parked cars.
- Electric charging points should be provided in line with national and local standards either on plot or serving on street parking bays. If on street, the design should consider innovative solutions to limit visual impact e.g. pop-up charging points.
- Cycle parking is to be easily accessible, to promote active travel.
- Public cycle parking is to be provided adjacent to the local centre, school, children's play spaces, allotments and the extension to Cutteslowe Park.

#### 6.4.7 Emergency access and refuse collection

Streets within the development will be designed to allow appropriate access for emergency and refuse vehicles.

Refer to Cherwell Residential Design Guide for the requirements for service access and refuse bin storage design.

#### 6.4.8 Public transport

There is no requirement for a bus route to run through the site. Instead, as noted above, the site's layout must provide direct walking routes to the existing bus stops on Oxford Road and pedestrian crossing points and towards Oxford Parkway station and the Park & Ride.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

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

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR4a: Sustainable Transport

Policy PR6a – Land east of Oxford Road

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

Sustrans traffic-free routes and greenways design guide (online)

Kidlington local cycling and walking infrastructure plan, Oxfordshire County Council (approved January 2022)

## 6.5 Green infrastructure

Some 16 hectares of the land allocated and contained in this development brief is retained as Green Belt. Figure 9 shows the location of the Green Belt land. All the Green Belt land within the allocation will be used for Green Belt purposes, some of it for agriculture and the remainder as new green space and parkland.

A green infrastructure corridor is to be provided along the eastern boundary of the site. An extension to Cutteslowe Park taking the form of an informal parkland is to be created to the south and several integrated green spaces and corridors established within the developable area. Together these and other features will form a multi-functional green and blue infrastructure network across the whole development site providing a range of ecosystem services. Key features include:

- extension of Cutteslowe Park on 11 hectares of land, to include creation of wildlife habitats with nature trail/circular walks
- 8 hectares of green corridor
- 3 hectares retained for agricultural use in perpetuity
- connected east-west green corridors including the retention and enhancement of existing hedgerow corridors and trees
- public play space
- central green square and pocket parks
- community allotments
- retention of drainage features and new sustainable drainage features
- private gardens
- school playing fields

Policy PR6a requires a Biodiversity Impact Assessment (BIA) be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan (BIMP). The November 2021 Environment Act has introduced a statutory requirement for 10% biodiversity net gain for new development. In recognition of this forthcoming legislation, in October

2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. PR6a Policy delivery requirements 6, 7 and 12 indicate measures to be incorporated into the development scheme and are reflected below.

### ***Development principles***

- Green infrastructure within the site is to be designed to create connected corridors for wildlife, which retain existing linear features including hedgerows and drains.
- Habitat creation is to support important/protected species found locally including badgers and brown hairstreak butterfly and will be informed by the BIA and BIMP.
- Mitigation measures will be required to ensure that the development does not harm bird species in the vicinity, including a buffer between human populations and areas of human traffic.
- Land at the east of the residential area is to become publicly accessible green infrastructure corridor incorporating a pedestrian, wheelchair and all-weather cycle route. It will provide a mosaic of new habitats including tree and hedgerows planting and managed grassland and wetland, providing a soft edge to the Cherwell Valley beyond. It will provide an appropriate setting to St Frideswide Farmhouse and a buffer to the adjoining orchard and waterbody. A new hedgerow line, which may include tree planting, will be required along the eastern boundary of the green corridor. Woodland planting will be provided where this does not compromise other objectives and requirements of the Development Brief for the green infrastructure corridor.
- The green infrastructure corridor adjoins the primary school. Provision should be made for direct access to the corridor to encourage walking/ cycling to school and for teaching purposes.
- There is opportunity for the provision of a dog park either within the green corridor or the green space in the south-eastern part of the site
- Cutteslowe Park is to be extended to the north and is to become an

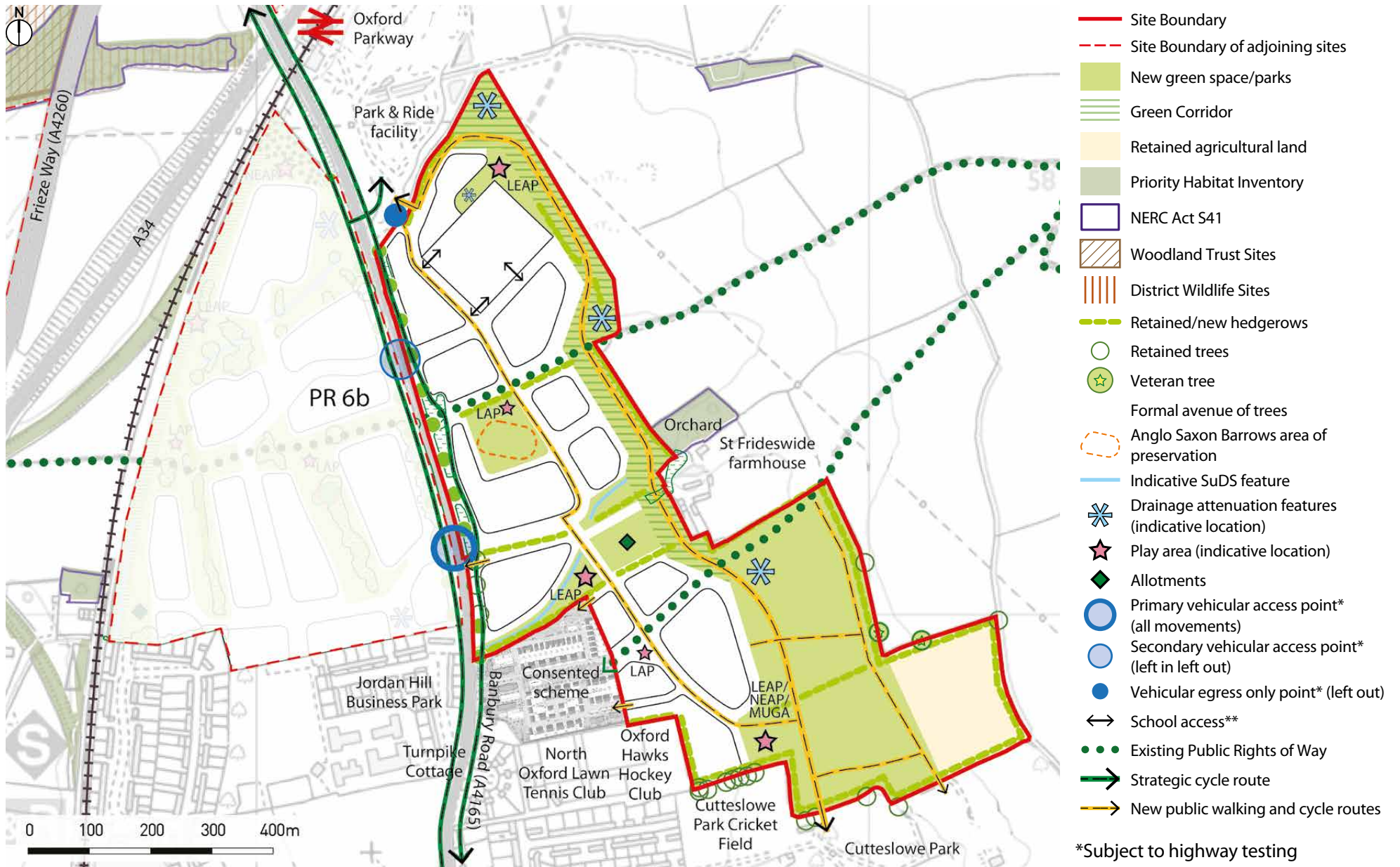
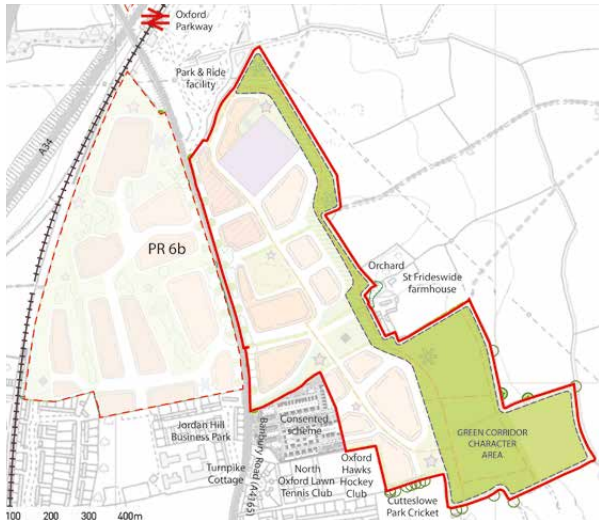


Figure 21: Green infrastructure

\*Subject to highway testing  
 \*\*School Site location subject to further detailed assessment





Location plan



Green infrastructure precedents

informal parkland comprising characterful spaces. These might include managed grassland suitable for informal recreation and relaxation, and wildlife habitats including meadows, scrub and new and existing hedgerow corridors. A biodiverse woodland landscape buffer is to be created between the parkland and the adjacent retained agricultural land.

- The parkland is to include circular walks and nature trails integrated into the landscape providing an interesting journey through the park.
- Land to the south east of the site is to be retained in agricultural use.
- A central green square incorporating a small play space (LAP) is to be provided adjacent to the east-west walking and cycling route, and the local centre. The ploughed remains of Anglo Saxon round barrows are to be appropriately buffered, incorporated and referenced in the design of the central green square, which is to provide a high quality community space including planting for shade, seating and cycle parking. The extent of landscape buffer required for the archaeological remains is to be determined through detailed archaeological survey and agreement with OCC. This may affect the potential of the site to incorporate hard surfacing including the proposed play area and an alternative location may be sought.
- Smaller pocket parks are to be provided accommodating existing hedgerows and minor watercourses/drains which are to be retained as part of the site SuDS strategy.
- A 0.64 hectare area is required for community allotments which are to be incorporated within the allocated developable area. A potential location is indicated on Figure 21. The design and character of the allotments are to be agreed with CDC.
- Existing, individual and groups of veteran, high and moderate quality trees are to be retained, wherever possible. Appropriate buffer zones are to be provided to avoid root damage and should be considered when planning sustainable drainage infrastructure.
- High and moderate quality trees on the Oxford Road frontage are to be retained where appropriate, thinned out, supplemented by new tree

planting and ground vegetation removed (subject to the requirement for biodiversity net gain) to enable visibility into the site while retaining habitat connectivity. The arboricultural works in this area are to be agreed as part of the wider detailed design work for the Oxford Road frontage.

- Existing intact species rich and other hedgerows within the site and associated woodland strips will be retained unless any loss is robustly justified. When the need to cross them occurs, existing gaps will be used wherever possible.
- The required green buffer to hedgerows will vary in accordance with design constraints in respect of BS5837 survey and root protection areas, ecological surveys (Phase 1 and subsequent surveys), urban light distribution, and shadow / shade analysis impact on dwelling and gardens and will be determined at Reserved Matters stage, where the aforementioned survey information should be considered.
- Subject to the above surveys, as a minimum a grassland habitat buffer of 5m is to be introduced on either side of the hedgerows. In some sections, where the existing hedgerow is retained and incorporated within residential blocks, a reduced 3m buffer would be acceptable, subject to appropriate long-term management arrangements BS5837 survey and root protection areas.
- Individual native trees will be planted to form an avenue giving enclosure to the primary street, along the buffers to hedgerows, within public open spaces, site boundaries, as street trees on secondary streets and within private gardens. The overshadowing effect on gardens and windows from proposed trees should be minimised by planting small/medium native trees (i.e. Field Maple). Reference should be made to The Trees and Action Design Group's guidance 'Trees in the Townscape: A Guide for Decision Makers', November 2012. Design of street trees requires collaboration of engineers, arboriculturalists and landscape architects in the earliest stages of the design process to achieve the desired effect.
- Street tree species and details of root protection and canopies in relation to adopted carriageways are to be agreed with OCC.

- Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play space and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
  - Measures are required to minimise light spillage and noise levels on habitats, wildlife corridors and the heritage assets and their setting. In particular, the lighting of the north-south green link will need to be appropriately designed so as not to cause light pollution or result in harm to wildlife.
  - The site design is to include the provision of exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings. This could include buildings within the local centre and school (where additional funding is made available). Refer to the Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.
  - Farmland bird compensation may be required, in the form of a contribution for a scheme for offsite mitigation (for local landowners or for the purchase and management of land) for the benefit of farmland birds displaced by the development, if the loss of habitat is not adequately compensated by habitat enhancement measures for farmland birds within the site.
- 6.5.1 Play and sports
- A range of different types of play space are to be provided within the site in safe, accessible locations. Public play spaces within the PR6a site are subject to the following principles.
- Development principles:**
- Potential play space locations are indicated on Figure 21, but alternative locations would be considered.
  - The following play spaces are to be provided within the site:
    - **Two Local Area for Play (LAP)** for 2 to 6-year old children, one of which could potentially be located in the local centre green square, subject to detailed design and assessment of impact on the heritage assets (barrows):
      - Minimum 100 sq. m (10m x 10m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 6. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
      - A minimum of 3 individual items of play equipment of an urban (steel frame) character suitable for a range of play experiences and/or single multi-functional play units.
      - The equipped activity zone should be located a minimum of 5m from the nearest dwelling boundary. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
    - **One Local Equipped Area for Play (LEAP)** for children aged 4 to 8:
      - Minimum 400 sq. m (20m x 20m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 8. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
      - A minimum of 5 individual items of play equipment of a comprising natural (timber construction) for a range of different play experiences and/or single multi-functional play units.
      - The equipped activity zone within the landscaped area should be located a minimum of 10m from the nearest dwelling boundary and 20m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.

- **One combined LAP and LEAP** for 2 to 8-year-old children:

- Minimum 500 sq. m equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 8. The size of the equipped activity zone should be a minimum of 10m x 10 m in respect of the LAP element and 20m x 20m in respect of the LEAP element. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance. The design should incorporate both urban (steel) and natural (timber) elements.
- A minimum of 8 individual items of play equipment for a range of different play experiences and/or single multi-functional play units depending on the design layout of the play space.
- The equipped activity zone within the landscaped area should be located a minimum of 10m from the nearest dwelling boundary and 20m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.

- **One combined LEAP and Neighbourhood Equipped Area for Play (NEAP) and Multi-use Games Area (MUGA)** for 4 to 16-year-old children:

- Minimum 2400 sq. m equipped activity zone comprising an area of play equipment and structures, and a hard-surfaced area of at least 465 sq. m, set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 16. The size of the equipped activity zone should be a minimum of 20m x 20m in respect of the LEAP element, 31.6m x 31.6m in respect of the NEAP element and 40m x 25m in respect of the MUGA element. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
- A minimum of 13 individual items of play equipment for a range of

different play experiences and/or single multi-functional play units.

The design should incorporate both urban (steel) and natural (timber) elements.

- The equipped activity zone within the landscaped area should be located a minimum of 10m from the nearest dwelling boundary and 20m from the nearest habitable room façade in respect of the LEAP element and a minimum of 30m from the nearest dwelling boundary in respect of the NEAP and MUGA elements. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- Play areas are to be well overlooked. They should be located within the 400m walking distance of all new homes within the development and close to pedestrian and cycling routes.
- In respect of Health and Safety public play space and play equipment are to be designed to the most current safest, standards possible, to minimise the risks for children. Refer to Play Safety Forum: Managing Risk in Play and RoSPA.
- All play surfaces, gate openings are to be accessible for disabled children, parents and carers with limited mobility. Each public play space should accommodate play equipment specifically designed for disabled children.
- Play areas are to be constructed from robust and durable materials to last into the future. Full construction details are required for planning approval under reserved matters. Valid suppliers' guarantees for play equipment, furniture and safer surfaces should be provided.
- There is to be no underground or above ground utilities for play areas given the potential disruption to children's physical and social development when a play area has to be closed for essential maintenance and refurbishment of such utilities.
- The public play space locations are not to be used for constructor's compounds, contractor parking, or storage of building materials. This is to prevent the contamination and compaction of topsoil and subsoil, resulting in a health risk for children.

### 6.5.2 Blue infrastructure

Sustainable Drainage Systems (SuDS) within the development site will be carefully designed in line with the principles provided in CIRCA SuDS Manual (C753), the Cherwell Residential Design Guide section 4.7 and the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (2018).

#### **Development principles:**

- Existing ditches and proposed drainage features are to be designed and integrated into the streets and green space network wherever possible, creating environments for informal recreation, planting, and habitat creation.
- It is expected that the site will drain towards the eastern side of the site, reflecting the topography of the site, with drainage attenuation features broadly in the locations indicated on Figure 15 and Figure 21 and to be agreed in detail with Oxfordshire County Council as Lead Local Flood Authority and with Cherwell District Council's Drainage Team.
- Attenuation ponds should not be placed within the area identified for the primary school. Existing drainage routes in this area will need to be rerouted and surface attenuation provision that accounts for the outfall from the school site shall be provided externally to the school site. The surface water storage shall form part of the overall surface water management infrastructure and fall under the responsibility of the appointed Management and Maintenance Company to maintain in perpetuity.
- Extra care is to be taken to protect heritage assets from potential flooding.
- Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required.
- Open drainage systems including ponds and swales should be used rather



Landscaped attenuation basin

than crates.

- Groundworks associated with drainage must avoid damage to existing trees and hedgerows and their root protection zones.
- Drainage infrastructure should generally be provided within the residential developable area and outside the Green Belt, subject to justification and detailed design.

### 6.5.3 Green Belt

The site will be developed in a way that respects its edge of Green Belt location and does not conflict with the purposes of the Green Belt or harm the Green Belt's visual amenities.

Beneficial enhancements to the remaining Green Belt within the site comprise the creation of a publicly accessible green corridor, north-south pedestrian and cycling green link, and recreational open space.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision  
 Policy BSC 11: Local Standards of Provision- Outdoor Recreation  
 Policy ESD 3: Sustainable Construction  
 Policy ESD 5: Renewable Energy  
 Policy ESD 6: Sustainable Flood Risk Management  
 Policy ESD 7: Sustainable Drainage Systems (SuDS)  
 Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment  
 Policy ESD 11: Conservation Target Areas  
 Policy ESD 13: Local Landscape Protection and Enhancement  
 Policy ESD 14: Oxford Green Belt  
 Policy ESD 15: The Character of the Built and Historic Environment  
 Policy ESD 17: Green Infrastructure

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR3: The Oxford Green Belt  
 Policy PR5: Green Infrastructure  
 Policy PR6a – Land east of Oxford Road

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles  
 Chapter 5: Streets and Spaces  
 Chapter 8: Innovation and Sustainability

#### **Other relevant guidance**

Sustrans traffic-free routes and greenways design guide (online)  
 Biodiversity in the Built Environment Good Practice Guide, CDC 2019

## 6.6 Community infrastructure

In line with Policy PR6a the development is to provide a local centre on 0.5ha of land and a two form entry primary school on 2.2ha of land.

Through the development brief process the location of the school and local centre as shown on the PR6a policy map has been reviewed. It has been agreed that they should be located in close proximity to one another, and easily accessible on foot, bicycle and wheelchair from all parts of the site and from PR6b. The indicative general location is shown on Figure 12, with flexibility for the local centre in the area indicated as 'broad location for local centre'.

The shape and location of the proposed school site is an indicative general location and will be subject to further detailed assessment as part of the outline application process. To ensure that the school site is in the optimal location and layout for satisfactory education provision, the design shall comply with the following Oxfordshire County Council design requirements, processes, interrogations and checklists as described within the following OCC documents:

- Information and process required to assess the suitability of a school site
- Design criteria for Primary school sites
- Education site checklist

### ***Development principles***

#### **Local centre and central green square**

- The local centre is to provide a local hub for retail, employment, community services and social interaction.
- The detailed location of the local centre elements within the area identified as 'broad location for local centre' is to be agreed, but it is to provide active frontage:
  - onto Oxford Road
  - the main east-west cycling and walking route, and towards
  - a high quality central green square incorporating the remnant round barrow.
- As set out in Policy PR6a the Local Centre shall include provision for:
  - local convenience retailing (use class E - no more than 500 square metres net floorspace and no less than 350 square metres)
  - ancillary business development (use class E) and/or financial and professional uses (use class E)
  - a café or restaurant (use class E)
  - a community building to required standards providing the opportunity for social and childcare facilities
  - the opportunity for required health facilities to be provided
  - provision for required emergency services infrastructure.
- The central green square is to retain and reference the site's archaeology in its design, and is to incorporate a LAP play space, planting for shade, seating and cycle parking, subject to the findings of detailed archaeological assessment and the provision of appropriate buffer zones to archaeology.
- Vehicle access to the local centre will be from the secondary access junction and from the north and south via the site's internal street network. On-street disabled and short stay parking spaces are to be provided in an accessible location to serve the local centre.

**Primary school**

- The layout of the school site is to be guided by OCC with school classrooms facing due north and south in line with OCC guidance. In the location indicated (and subject to detailed testing) this would result in site dimensions of approximately 130m by 171m.
- The school is to be located in a less steep part of the site. It is likely that some adjustment of levels will be required to meet maximum gradients for vehicular and pedestrian accesses of 1:21 from the adopted highway and appropriate internal site levels at the boundary of the school site. All level adjustments are to take place outside the school site.
- The maximum noise level allowed for the school site is 50dB LAeq at the school boundary. When locating the school site, it will need to be demonstrated that the noise levels, once housing and other acoustic mitigation factors are taken into account, meet the required noise level standard.
- Vehicle access including coach access, and parking is to be provided in line with OCC guidance. A coach layby is to be provided on the adopted highway at the front of the school site.
- The site is to have easy access from the north-south green link within the green corridor at the site's eastern boundary, which links to the east-west pedestrian and cycle route.
- The boundaries of the school site are to be designed in keeping with the surrounding public realm of the primary street and the green corridor on the site's eastern boundary.
- Ideally the school buildings should be located in the western part of the school site to create frontage onto the primary street, with playing fields located to the east adjacent to the green corridor.

**Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 7: Meeting Education Needs

**Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR5: Green Infrastructure

Policy PR6a – Land east of Oxford Road

**Reference should also be made to:**

Oxfordshire County Council design criteria for schools:

- Information and process required to assess the suitability of a school site
- Design criteria for Primary school sites
- Education site checklist



## 6.7 Heritage and archaeology

As noted in section 4.1 the site contains non-designated heritage assets (ploughed remains of Anglo Saxon round barrows) and has the potential to contain further previously undiscovered, archaeological deposits. The Grade II\* listed St Frideswide Farmhouse and Grade II listed wall are located directly adjacent to the site on the eastern boundary and are intact and well preserved. Buildings in the curtilage of a listed building, even though not listed in their own right, are nevertheless protected by the listing of the main building and works that affect the character of such buildings need to be authorised by a grant of listed building consent, just as works to the main building would need consent. The proposal has the potential to affect the setting of these heritage assets through changes to the landscape in which they sit, this could consequently harm their significance.

The earthwork remains of Cutteslowe deserted medieval village and a separate medieval moated site are located in the vicinity of St Frideswide's Farm.

### **Development principles:**

- Development close to the listed Farmhouse and its curtilage is to be of an appropriate scale and design to complement and be subservient to the main Farmhouse building, and respect its setting including consideration of noise, views and lighting impacts. The Council will protect and enhance the special value of these features individually and the wider environment that they create. The green corridor and parkland will provide an element of screening and maintain an open aspect to the Farmhouse setting.
- The historic access route to the Farmhouse with hedgerow and verge and views to the Farmhouse are to be retained as far as possible in the street layout.
- The Anglo Saxon barrows are a particularly rare feature in Oxfordshire and will need to be physically preserved within any development along with a suitable buffer. The area of preservation is shown approximately on figure 12.
- Other archaeological and historic landscape features are to be retained where appropriate, appropriately buffered and, together with the barrows, referenced in the landscape and public realm of the site, to provide a link to the site's history.
- Planning applications for the site will need to be accompanied by a programme of archaeological mitigation on areas of archaeological interest identified from the completed archaeological evaluation, outside of the areas of preservation around the Anglo Saxon barrows.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy ESD 13: Local Landscape Protection and Enhancement

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

Policy ESD 17: Green Infrastructure

Saved policy

### **Saved policies contained in the Cherwell Local Plan 1996**

C18 Development proposals affecting a listed building

### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6a – Land east of Oxford Road

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 8: Innovation and Sustainability

### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England 2017

Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018

## 6.8 Utilities and infrastructure

In addition to the movement and blue/green infrastructure requirements set out in earlier sections, design principles for utilities and infrastructure are as follows:

### **Development principles:**

- A co-ordinated approach to utilities planning should ensure that utilities are provided from the outset and integrated into utilities corridors. The street layout is to be organised to minimise utilities diversions wherever possible.
- A 132 kV OTL powerline is positioned in the north-eastern corner of the site. This is to be accommodated within the green space, with appropriate offset to development, the school and play space.
- Refer to section 6.4.26 regarding electric vehicle charging.
- General requirements for infrastructure provision are set out in the LPPR Infrastructure Schedule (Appendix 4).

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 9: Public Services and Utilities  
Policy INF 1: Infrastructure

### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6a – Land east of Oxford Road  
Policy PR11 - Infrastructure Delivery  
Appendix 4 – Infrastructure Schedule

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 5: Streets and Spaces

# 7.0 Delivery and monitoring

## 7.1 Information to accompany planning applications

In accordance with Policy PR6a a single comprehensive, outline scheme shall be submitted for the entire site.

The check list below provides an indication of documents required at application stage. It is recommended that pre-application discussions are undertaken with Cherwell District Council prior to the submission of planning applications to agree the scope of the documentation to be provided.

- Delivery and Phasing Plan
- Planning Statement
- Housing Mix and Affordable Housing Provision
- Design and Access Statement
- Topographical Surveys
- Masterplan and Parameter Plans
- Landscape Visual Impact Assessment
- Arboricultural Impact Assessment
- Transport Assessment and Framework Travel Plan
- Parking Principles (where not covered in the Brief)
- Public right of way statement
- Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity
- Air Quality Assessment
- Contamination Assessment
- Noise and Vibration Assessment
- Archaeological Surveys
- Heritage Impact Assessment
- Ecological surveys and Biodiversity Impact Assessment (including a Habitat Suitability Index)
- Biodiversity Improvement and Management Plan

- Landscape and Ecological Management Plan
- Energy Strategy/ Sustainability Principles
- Employment, Skills and Training Plan
- Health Impact Assessment
- Community Involvement Statement
- Management Plan for the appropriate re-use and improvement of soils
- Services and Utilities
- Management and Maintenance Strategy for all Public Open Space
- S106 Draft Heads of Terms

A Scoping Opinion was issued by CDC in July 2021 in relation to the requirement for Environmental Impact Assessment (CDC Ref.21/01635/SCOP). As a result, an Environmental Impact Assessment is to be prepared which takes into consideration the matters which have been 'scoped in'.

Any detailed planning applications or reserved matter applications should also include:

- Materials Schedule
- Boundary Treatment Plan
- Soft and Hard Landscape Plan
- Parking Plan
- Services and Utilities Plan
- Waste and Recycling Plan including bin storage and bin collection points

The use of conditions to secure this additional detail will not generally be supported by the local planning authority.

## 7.2 Securing comprehensive development

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR6a and support the wider aims of the LPPR spatial strategy.

Where land, services or infrastructure within the site is designed to serve wider Cherwell Local Plan Partial Review developments, planning applications will demonstrate how this can be co-ordinated and delivered effectively through site masterplanning and S106 agreements.

Any infrastructure links or open space networks that are common to more than one Cherwell Local Plan Partial Review development site will be either constructed to the site boundary or in such a way as to facilitate connection, where required, between development sites with access to residents/public provided so as to avoid a ‘ransom’ position being established which prejudices the effective delivery of this common infrastructure and/or its long-term community benefit.

The development brief’s site-specific vision, development principles and ‘parameter plans’ have been prepared to ensure a comprehensive development in compliance with Plan policies.

The Delivery and Phasing Plan accompanying the planning application is expected to demonstrate 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.

Obligations are to be secured via a planning agreement, entered into under section 106 of the Town and Country Planning Act 1990. Consistent with national planning policy and practice guidance and the Cherwell Developer Contributions SPD (February 2018), the allocation of S106 costs required to serve the development is to be agreed with the applicant to secure appropriate financial contributions and/or in-kind works under a direct delivery obligation. Subject to statutory tests, these shall provide for “on site” and/or “offsite” facilities and infrastructure as required.

In preparing a draft Head of Terms, it is recommended that proposals applicants should have regard to matters including the LPPR Infrastructure schedule. Where facilities and infrastructure are required to be provided on land outside

the site, these are to be secured by way of proportionate planning obligations and/or through the pooling of contributions as appropriate, in accordance with the Community Infrastructure Levy Regulations 2010, as amended.

It is recommended that pre-application discussions are undertaken with Cherwell District Council ahead of submitting the draft Head of Terms for developer contributions. In preparing a draft Head of Terms, it is recommended that proposals have regard to matters including the LPPR Infrastructure schedule and should consider in discussions with infrastructure providers whether infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance if needed.

Further guidance is contained in the Cherwell Developer Contributions SPD (February 2018).

### 7.3 Monitoring

Monitoring will be undertaken in accordance with Policy PR13 -Monitoring and Securing Delivery. The delivery of LPPR proposals will be monitored through the Council’s Annual Monitoring Report process.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy INF 1: Infrastructure

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6a – Land east of Oxford Road

Policy PR11 - Infrastructure Delivery

PR12a-Delivering Sites and Maintaining Housing Supply

Policy PR13 -Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

Appendix 4 – Infrastructure Schedule

#### **Cherwell Developer Contributions SPD (adopted February 2018)**

# Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents

## **Cherwell Local Plan 2011-2031 (Part 1) Partial Review, the “LPPR”:**

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR6a – Land east of Oxford Road
- PR11 – Infrastructure Delivery
- PR12a – Delivering Sites and Maintaining Housing Supply
- PR13 – Monitoring and Securing Delivery

## **Cherwell Local Plan 2011-2031 “The 2015 Plan”:**

- PSD1 – Presumption in Favour of Sustainable Development
- SLE4 - Improved Transport and Connections
- BSC2 – The Effective and Efficient Use of Land, Brownfield Land and Housing Density
- BSC3 – Affordable Housing
- BSC4 – Housing Mix Policy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- INF1 - Infrastructure

**Adopted Cherwell Local Plan 1996**

- GB2 - Change of use of land within the Green Belt
- TR1 - Transportation Funding
- C5 – Ecological Value of Features
- C14 – Trees and Landscaping
- C18 – Development proposals affecting a listed building
- C21 – Re-Use of Listed Buildings
- C23 – Conservation Areas
- C25 – Scheduled Ancient Monument
- C28 – Design Quality
- C30 – Design Control
- C31 - Amenity
- C32 – Disabled Access
- ENV1 – Environmental Pollution
- ENV10 – Hazardous Installations
- ENV12 – Contaminated Land

**Adopted SPD**

- Cherwell Residential Design Guide (July 2018)
- Developer Contributions (February 2018)
- Kidlington Masterplan (December 2016)

# Alan Baxter

**Prepared by** Clare Coats, Gina Simonavice  
**Reviewed by** Clare Coats  
**Final issued** August 2022

T:\1187\1187-201\12 DTP Data\2019-04 Development briefs\PR 6a\1187-201\_Development Brief PR 6a Rev G.indd

This document is for the sole use of the person or organisation for whom it has been prepared under the terms of an invitation or appointment by such person or organisation. Unless and to the extent allowed for under the terms of such invitation or appointment this document should not be copied or used or relied upon in whole or in part by third parties for any purpose whatsoever. If this document has been issued as a report under the terms of an appointment by such person or organisation, it is valid only at the time of its production. Alan Baxter Ltd does not accept liability for any loss or damage arising from unauthorised use of this document.

If this document has been issued as a 'draft', it is issued solely for the purpose of client and/or team comment and must not be used for any other purpose without the written permission of Alan Baxter Ltd.

**Alan Baxter Ltd** is a limited company registered in England and Wales, number 06600598.

Registered office: 75 Cowcross Street, London, EC1M 6EL.

© **Copyright** subsists in this document.





75 Cowcross Street  
London EC1M 6EL

tel 020 7250 1555

email [aba@alanbaxter.co.uk](mailto:aba@alanbaxter.co.uk)

web [alanbaxter.co.uk](http://alanbaxter.co.uk)

## Appendix 2

Comments raised in consultation on PR6a

Commenter	Comment	CDC officer response	Edit needed to Development Brief	ABA response
London Oxford Airport	Along with PR6b and PR7a, the site is located under the flight path to/from LOA and therefore subject to noise associated with arriving/departing aircraft. The development of these sites will introduce new receptors into a potentially noisy environment. In accordance with 'agent of change' principles, the existing airport use must not be prejudiced by this. As a matter of principle OASL would prefer that these sites were not developed for noise sensitive uses like residential.	We note the point made, particularly in relation to the agent of change principle. The sites have been allocated in the Local Plan for residential development.	None	n/a
London Oxford Airport	The onus must be on the developer(s) of these sites to ensure that suitable noise conditions are created for future occupiers that accounts for the existing noise constraints associated with aircraft movements. Future planning applications should be informed by thorough noise survey and assessment work with appropriate mitigation embedded into the scheme(s) from the outset in terms of design and building specification. This should account for the full extent of aircraft movements allowed by the s106 agreement (not just the current level of activity).	We note the point made - this will be relevant for planning applications for the site.	None	n/a
London Oxford Airport	We recommend that the planning permission(s) for the development of these sites are subject to s.106 obligations requiring the developer(s) to formally notify future purchasers in writing of the existence of flight paths that cross the sites. This is necessary (in line with agent of change principles) in order to avoid the risk of the airport use being prejudiced in the future. We recommend that the draft briefs are updated to account for this and recommend early applicant consultation with OASL as part of pre-application discussions.	We note the point made - this will be relevant for planning applications for the site.	None	n/a
SSE (ref back to 29.1.2019)	Refers us back to submissions they made in 2019 during the local plan policy formation	SSE's comments have been weighed in the formulation of the LPPR.	None	n/a

St Andrews Church Oxford	<p>Location of the primary school - Agrees with 6.6 of the DB that the local centre and primary school should be in close proximity to one another. Concerned, though, that the location indicated in Fig 1 does not follow through on this principle. The primary school is located too far north on the site. St Andrews questions whether there are errors in Figures 7 or 8 for the location of local centres and schools is wrong. The school and community building should be co-located but further south. Rather than (6.6) determining the school location solely by ref. to OCC school design requirements, the optimal location should be a response to a wider set of factors that may start with OCC education aspirations but must respond to community building, urban design and healthy place shaping principles.</p>	<p>Figure 8 shows the requirement of the adopted planning policy for the site, represented schematically in Fig 7. Neither of these figures is in error. Figure 1 does follow through on the principles set out in para 6.6 by locating the two uses in close proximity to one another. A central location would be preferable purely from an urban design perspective, but unfortunately the constraints presented by the site's changing levels, the archaeology and the extent of the developable area in the central location mean that a central location for these uses is not achievable without harming the archaeological remains or encroaching into the Green Belt. The northern location is not constrained in these ways and is also where the adopted planning policy shows the local centre to be located.</p>	None	n/a
St Andrews Church Oxford	<p>Agrees that the local centre should provide a local hub for retail, employment, community services and social interaction. One option would be to co-locate the school and community building on a single plot. This would enable the largest space in the building to be a shared facility to be used as both a school hall and a community meeting space. Such a shared space would strengthen links between the school and the wider community and would maximise opportunities for community and faith groups to establish and thrive.</p>	<p>Co-location would be an optimal outcome. However, if this would require a greater area of land then it adds weight to the northern location for these uses. The central location is constrained by the archaeology, the alignment of the green infrastructure corridor and the levels changes within the site.</p>	None	n/a
St Andrews Church Oxford	<p>The DB promotion of healthy place shaping should go beyond expressing the principle in physical terms and set out the expectations of the steps required from the outset to engender a strong sense of community spirit and building a healthy community. Seeks confirmation that the Council will draw on its Healthy Bicester experience to create exemplary partnerships to support PR6a and other PR developments. One option to confirm this principle would be to require the developers to make available a community house in the first phase of building and to fund a full-time community liaison officer for the site. Another option would be to support the creation of a Community Trust with a suitable endowment. This is necessary to help build community spirit, including helping new residents settle into their new surroundings and facilitating social interaction between residents and local community groups.</p>	<p>Section 6.2 of the development brief sets out the detailed requirements for healthy place shaping. Appendix 4 of the LPPR sets out the community infrastructure required at the site</p>	None	n/a

BBOWT	The scale of development (across all six sites) will inevitably have a major impact in terms of vehicles and vehicle movements. If the Council is minded to proceed with the allocation of these sites for development then there are several aspects which will need to be required of developers to minimise the impact on wildlife	The principle of development has been established through the adoption of LPPR.	None	n/a
BBOWT	The large scale of development should be matched by large-scale habitat restoration and enhancement (paras 175 and 179 of the NPPF).	The Local Plan policy requirements for biodiversity are set out at parts 11-13 of the policy	None	n/a
BBOWT	Welcomes the requirement for a Biodiversity Impact Assessment to be submitted as part of the planning application and a supporting Biodiversity Improvement and Management Plan	Noted	None	n/a
BBOWT	Concerned that despite mitigation measures there may still be significant light pollution arising from the developments, both static lighting as well as lights from vehicles. There is an opportunity to consider lighting strategically to make this area an exemplar in terms of minimising light pollution in terms of the type of lighting used, how much is used and where it is used, as well as design of routes to avoid light pollution into wildlife-rich areas of the sites. A key principle will be to keep dark corridors where bats are using lines of trees and hedgerows as flight paths. Lighting will have to be managed carefully to ensure it is of low spill variety.	These comments are noted and it will be an important consideration for planning application proposals	None	n/a
BBOWT	In order to provide the requisite wildlife benefits, to achieve the biodiversity net gain, there should not be public access across the entire area of green infrastructure. Zoning, and a 'hierarchy' of access levels of the combination of all green areas should be carefully planned, including consideration of main paths/cycle routes/desire lines. There should be informal recreation along a network of paths and openly accessible spaces included within a mosaic of areas that are closed off by appropriate use of hedgerows, screens, fences and ditches. Broad zones might help keep some larger restricted access nature conservation blocks 'quiet' rather than fragmenting areas too much - would be simpler for residents and visitors to understand and will allow wildlife to thrive and be observed from paths, in areas defined as 'nature reserves' with interpretation to the public to explain their value	We note the points made. It may be that the BIA and BIMP may lead to areas needing to be protected to meet the requirements of Policy PR6a but this information has not been available to inform preparation of the brief, and would need to be determined at the planning application stage.	None	n/a

BBOWT	It is important that details are provided for how green infrastructure will be managed in the long term (i.e. forever). Once developed it can be reasonably assumed that the developed land will have buildings on forever. Therefore the GI should be retained forever and with an endowment fund to pay for its management forever.	This is of course very relevant, but will be a matter for the assessment of the planning application and goes beyond the remit of the Development Brief	None	n/a
BBOWT	The GI including wildlife habitats should be managed forever and proposals should recognise this. Long term management plans and effective, sensitive management will be needed for the site. Ideally, there would be a funded officer role to coordinate and oversee this, which could be alongside or sharing a role as a community engagement officer; this role could be delivered by an officer in an external organisation with appropriate experience.	Noted	None	n/a
BBOWT	The wording "The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where appropriate/viable" should be amended to: "A scheme for the provision of exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings." The order is important and the current order suggests that bird and bat boxes are more important than wildlife connectivity. The reality is that the provision of natural wildlife habitat, including within the built environment, is much more valuable for wildlife than bird and bat boxes.	The point is very much noted, including the order of the sentence	The development brief will be amended accordingly	Page 50 amended.
BBOWT	The development should be exemplary in terms of integrating biodiversity features. The Development Brief should require the development to maximise the provision of green rooves and install solar panels on rooves which are not green rooves. Wildlife connectivity between gardens can be achieved by allowing gaps in fencing and walls for hedgehogs and other small animals to roam. This can be used to raise community awareness of wildlife.	These points are very much noted. With regard to green rooves, they are mentioned at Section 6.0 ("The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable") and further text is not considered necessary	None	n/a
BBOWT	Expects that wildlife-rich areas will be protected during construction and afterwards/during occupation. This will require long-term monitoring and sensitive management to a plan with developer-funded oversight. We welcome the requirement to retain mature trees and manage these sensitively.	We note the point made - this will be relevant for planning applications for the site.	None	n/a

BBOWT	<p>Any future planning application would need to be judged robustly against the biodiversity and green space elements of the Cherwell Local Plan and the NPPF. The impact on protected species, designated sites and any Species and Habitats of Principal Importance for Conservation in England (as listed under Section 41 of NERC Act (2006)) that may be affected will need to be assessed in relation to any planning applications on these sites. A full suite of habitat and species surveys should be carried out. The species surveys should address priority and notable species in addition to protected species. Surveys should include breeding bird surveys and, on the arable land, surveys for arable plants.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	n/a
BBOWT	<p>Off-site compensation should be provided for farmland birds where these are impacted (and on-site compensation where this is possible – substantial nature reserves areas with zoning to control public access would be needed in this case since many of these species are not suited to built-up areas or disturbance by people, dogs and cats) to ensure that populations are maintained in line with the above quoted legislation. Such compensation is commonly required within Cherwell District, as evidenced for example by the NW Bicester Eco-Town development.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	n/a
BBOWT	<p>Given that there would be very little green space provided at PR6b, BBOWT considers the 19ha provision at PR6a to be inadequate. In order to compensate for the scale of development at PR6a and PR6b there should be a large nature reserve provided of at least 50ha, e.g. as part of the proposed extension to Cutteslowe Park, by extending the red line boundary of the site. This would be 40-50% of the total area, with comparable examples at Salt Cross Garden Village (West Oxon), NW Bicester, Aylesbury Garden Town</p>	<p>The PR6a site covers an area of 48ha so what is requested here would amount to approx. a doubling of the size of the site and, as the response suggests, would require a change to the red line boundary of the site. This goes beyond the remit of the Development Brief and is something which would have been assessed at the time of the formulation of the policy.</p>	None	n/a
BBOWT	<p>Supports the proposal on page 53 re farmland bird compensation; the suggested nature reserve, if managed positively for farmland birds, might go some way towards mitigating the loss of farmland birds which will inevitably be displaced by the development.</p>	Noted	None	n/a
BBOWT	<p>There is an opportunity to create a bee line / pollinator highway which could join up with BBOWT's Wild Oxford work in central Oxford</p>	<p>This is noted, but it is not considered necessary to add to what the Brief already says with regard to biodiversity</p>	None	
BBOWT	<p>The PR6a site could provide the best zone for high quality meadow creation with perennials and annuals with sections ploughed or rotovated each year.</p>	<p>Noted, though it is not considered necessary to amend the Development Brief - this will be captured as part of the planning application assessment.</p>	None	

BBOWT	The hedgerows along the southern end of the western boundary with the Oxford Road include some broader woodland strips (with snowdrop) which would be good habitat / screening to retain.	Noted - it would be appropriate to amend the Brief accordingly	Text to be added to say that the hedgerows along the southern end of the site's western boundary with the Oxford Road include some broader woodland strips which would need to be retained in development of the site.	...and associated woodland strips.. Text added to first column, last bullet pf page 52.
BBOWT	Further woodland could be planted by the school in stages to achieve a mixed age effect.	Noted - it would be appropriate to amend the Brief accordingly	Text to be added to say that there should be woodland planting within the green corridor where this does not compromise other objectives and requirements of the Development Brief	Text added to 3rd bullet, 2nd column page 49. "Woodland planting will be provided where this does not compromise other objectives and requirements of the Development Brief for the green infrastructure corridor."
Harbord Road Area Residents	The site is vulnerable to commuter parking, which is inevitable unless a controlled parking zone is put in place. We don't believe the aim to 'design out' commuter parking will be effective; the only way to deal with commuter parking is a CPZ.	Noted; the CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Text added to 6.4.6
Harbord Road Area Residents	Likely that the area will be used by visitors to Cutteslowe Park; if the new stadium at Stratfield Brake were to proceed then pose very significant parking issues for this site	Noted, though it is not possible to plan in the Development Brief for possible future eventualities	None	
Harbord Road Area Residents	We support the location of the school to the northern end of the site, and a design where access to the school is by foot or bike but not by car. Pleased to see the southern location (as per the Local Plan requirement) not being pursued, as it would have led to children being dropped off at school in Cutteslowe Park and that this would have led to increased traffic in Harbord Road, which already takes all the traffic for the Oxford Direct Services Depot which is located in the park (including heavy vehicles). Adding to this traffic and putting children in this environment would be unwise because it would add to the risk of schoolchildren who travel from the Harbord Rd area to schools in Oxford City, as well as those travelling to the new school in Cherwell.	Noted	None	

Harbord Road Area Residents	Understands there is an area of NERC Act S41 habitat (traditional orchard) and a pond adjacent to the St Frideswide's farmhouse and that the orchard may be subject to "improvement". The orchard is an important foraging area for the local badger population. It is therefore important that the 'improvement' work done on the orchard is not to the disadvantage of the badgers, including during construction work	Noted - text to be added to the Brief accordingly, though it is noted that the orchard is outside of the site and therefore (a) work should not be carried out where that relates to proposals within the site, (b) any such works would be subject to wildlife regulations e.g. the Wildlife Act 1981 and (c.) is outside of the remit of this Development Brief	Text to be added to say that "the orchard is an important foraging area for the local badger population. It is therefore important that the 'improvement' work done on the orchard is not to the disadvantage of the badgers, including during construction work"	Text added to second bullet, page 23
Harbord Road Area Residents	The development would result in loss of habitat for several bird species which are in decline nationally, but known to be present in good numbers and to breed in the area. It is important that mitigation measures are started and planned. The birds need a buffer between human populations and areas of human traffic so that they are less disturbed by our activities.	This point is noted. It will be an important consideration for the planning application. Text may be added to the Development Brief but the substance of the matter is outside of the scope of the Development Brief	Text could be added to say that "mitigation measures will be required to ensure that the development does not harm bird species in the vicinity, including a buffer between human populations and areas of human traffic"	Text added to second column, page 49
Harbord Road Area Residents	Supports the proposal on page 21 which mentions retention of agricultural land in south-eastern corner	Noted	None	
Harbord Road Area Residents	Barn owls are known to nest in the old farm buildings at St Frideswide Farm, which feed very largely on field voles, which in turn live in rough grassland. Neither owls or voles usually survive in areas of tidy and regularly mown grass and rarely make use of residential gardens	Noted	None	
Harbord Road Area Residents	Notes on page 3 the statement about enhancing the rough grassland habitat for the benefit of Barn Owls; hopes this identified opportunity will be taken forward because without it this development is very likely to contribute to the further loss of the Barn Owls' habitat. Supports the idea of building a Barn Owl nesting tower to provide an alternative and safe nesting site	Noted	None	
Harbord Road Area Residents	Welcomes the statement on page 31 regarding the retention of the east-west views over the Cherwell Valley - we hope that this will be achieved so that all those travelling along the Oxford Road continue to be able to enjoy these special views.	Noted	None	
Harbord Road Area Residents	Notes the reference on page 35 to thinning out the tree corridor and removing ground vegetation. It is very clear that the trees, undergrowth and ground vegetation form a wildlife corridor. Policy PR6a, 12(d) requires the protection of existing wildlife corridors; it would not be satisfactory to have green areas that peter out and are dead ends.	Noted - text to be added to the Brief	Text to be added after "...ground vegetation removed" say "except where this would result in harm to existing wildlife corridors")	Text added to page 35



Harbord Road Area Residents	To avoid impacts on wildlife and to reduce light pollution we hope it will be possible to avoid any lighting on the north-south green link particularly on the eastern edge of the development which is adjacent to the Green Belt.	Noted - it would be appropriate to amend the Brief accordingly	Text to be added to say that the lighting of the north-south green link will need to be appropriately designed so as not to cause light pollution or result in harm to wildlife	Text added to second bullet, page 53..."In particular, the lighting of the north-south green link will need to be appropriately designed so as not to cause light pollution or result in harm to wildlife."
Harbord Road Area Residents	Policy PR6a 21 requires retention of agricultural land in perpetuity - would like the words "in perpetuity" from the policy to be added at page 49 of the development brief in relation to retention of the agricultural land	The requirements of the policy take precedence but the words "in perpetuity" could be added for the avoidance of doubt.	After the third bullet point at 6.5, the words "in perpetuity" to be added after 'agricultural use'	Text added
Harbord Road Area Residents	Welcomes the extension of Cutteslowe Park and the creation of wildlife habitats. However, the retained agricultural land was included in Policy PR6a in response to early concerns that the first iteration of the policy would have led to the loss of extensive views across the Cherwell Valley from Cutteslowe Park; so it is very important that the woodland buffer (which is welcomed) does not affect these views and would like this to be reflected in the Development Brief	We note the comments made; it is considered that the Brief contains sufficient text in this regard.	None	
Harbord Road Area Residents	Haven't seen anything in the Development Brief to explain how the extension to Cutteslowe Park will be integrated into the existing park in a way that makes it welcoming to the existing community and visitors to the park. The hedge between Cutteslowe Park and PR6a could possibly benefit from improvement and more sensitive management but would not like to see it removed because of its importance as food source, roost and nesting site. Also requests that the access points into the park are kept to a minimum (ideally one; maximum of two) and their location is given careful thought	It would be appropriate to amend the text of the Development Brief in this regard	In the 6th bullet point on page 52 replace "as far as possible" with "unless any loss is robustly justified"	Text amended on page 52
Harbord Road Area Residents	There is much local concern regarding the discharge of effluent into waterways as a result of Thames Water's lack of capacity to cope with existing sewage levels. This does not seem to be addressed in the Development Brief. Policy PR6a requirement 17 gives little assurance that the drainage network is able to cope with the foul drainage.	The concern is noted, though it relates to matters of principle, which other than location go beyond the scope of the Development Brief. And the requirements of Policy PR6a take precedence in any event	None	
Harbord Road Area Residents	Policy PR6a requirement 12(i) for long-term wildlife management and maintenance does not seem to be addressed in the Development Brief	This is something which is required by Policy PR6a and would be secured through planning conditions and planning obligations of any permission given	None	

Harbord Road Area Residents	Notes the intention to have play areas that are overlooked for security reasons, but they should also be large enough to: have good lines of sight for parents; provide a range of activities; and be places that people want to visit. It is important that areas for older children/teenagers are incorporated but we have not seen any mention of this in the Development Brief	These types of things would be required, whether or not there were Development Briefs for the site, i.e. there are applicable Local Plan policies and existing supplementary planning guidance, which the Development Briefs cannot stray from.	None	
Harbord Road Area Residents	Appears to be no provision for additional health facilities e.g. GP surgery; this seems unwise given that existing GP practices are already under pressure and the population of the area is set to expand substantially.	At page 181 of the LPPR, Appendix 4 states that there may be a requirement for a GP surgery at PR6a, and this is also mentioned at (4) of Policy PR6a	Page 30 - add reference at the 5th bullet to health care provision.	Reference to health care provision added to page 30, 5th bullet
Harbord Road Area Residents	If any changes are made to the Development Brief we ask that a 'tracked-changes' version be made available to make it possible for stakeholders to identify the changes.	We did this for PR7a and will do the same for PR6a	None	Changes are highlighted in red.
Gosford & Water Eaton PC	Make as many of the properties south facing as possible, to maximise the natural light and reduce the need for extra heating	We note the point made - this will be relevant for planning applications for the site.	None	n/a
Gosford & Water Eaton PC	Locate the highest building behind (to the north of) the lower south facing ones. This will maximise the sunlight and warmth from the sun for all the residences, making more comfortable homes for all	Having regard to the layout shown at Figure 15 this should be achievable in certain places across the site, but it would not seem appropriate to make this a stipulation given the potential impact on dwelling numbers and other development principles	None	n/a
Gosford & Water Eaton PC	Make rooves south facing, to offer a platform for solar and PV panels to produce electricity for future residents, cutting heating costs.	We note the point made - this will be relevant for planning applications for the site.	None	n/a
Gosford & Water Eaton PC	The land promoter's plans reflect a more accurate picture of the access, roads and practical usage of the space [than CDC's plans]	Those producing the Development Brief and those formulating the proposals on behalf of the landowner are all having to balance competing considerations, and may give different weight to different requirements and variables. The Council is aware that the land promoter's proposals differ from what is shown in the Development Brief. The land promoter will need to justify their proposals esp where they deviate from policy requirements or what is shown in the final Development Brief	None	n/a

Gosford & Water Eaton PC	4.2.1 - "urban extension of... Oxford" implies that CDC are abandoning the Water Eaton half of our parish to Oxford City Council which is an alarming prospect becoming Oxford's Gateway rather than remaining part of Cherwell district. This has boundary commission, taxation and political implications so this text should be re-phrased.	The site has been released from the Green Belt only in order to meet Oxford's unmet housing need. Policy PR6a sets out that the development will be an urban extension to Oxford city. Administrative boundaries are not a material consideration for planning proposals.	None	
Gosford & Water Eaton PC	"Higher density" lacks clear definition and if this refers to higher than other places in the proposed developments then definitions need to be clearer. The term "mixed use" is also not entirely clearly defined - what does it mean? The plans appear to eliminate the "existing farmhouse" which should be labelled Pipal Cottage & Pipal Barns	Higher density will be achieved through a combination of dwellinghouse typologies and heights of buildings. Later sections of the Development Brief, e.g. Figure 15, set out the requirements in terms of heights of buildings. Mixed use means more than one land use in a given location. Consideration will be given as to whether this warrants explanation in the Development Brief. Page 21 of the Development Brief (5th bullet point under 4.2.2) states "opportunity to consider incorporating the existing farmhouse within the new development"	None	
Gosford & Water Eaton PC	We applaud the encouragement of public transport, walking and cycling but in reality most dwellings will have cars. There does not appear to be adequate parking provided for three storey apartments. "Reduced levels of parking" does not sound like a real answer to necessary parking for residents and their guests.	We note the points made, but this is a development principle arrived at through careful consideration as well as discussion with OCC, and reflects the approaches taken within Oxford.	None	
Gosford & Water Eaton PC	Glad that the policy allows for refinement regarding the location of the primary school. It clearly needs to be in the middle of the PR6a development and as central as possible for PR6b access, not on the northern boundary of PR6a as currently shown	If there were no site constraints, the central location would be preferred. However, one has to take into account site constraints as well as place making principles and without encroaching into the green belt or harming archaeological remains it is not possible to deliver the central location. The central location has no ability to expand in the future. The site shown in the Development Brief is in the flattest part of the northern area of the site, in a location discussed with the OCC Education team	None	
Gosford & Water Eaton PC	4.2.2 "Appropriate building heights" is stated as an opportunity. We do not support any development of 4 or 5 storeys on this site, which would clearly be overdevelopment and not in keeping with the heritage or character of the area. This concern also applies to 6.3.1. Three storey buildings are an accepted feature of the plan but care needs to be taken not to obscure light reaching existing dwellings given the topography of the landscape coupled with three storey buildings.	We note the comments made. The 2nd bullet point states that "the majority of the area is to be 3 storeys. 4 to 5 storey buildings will be appropriate only in key locations such [as] movement nodes, corners or vista stops in the western part of the character area where particular emphasis is required. To the east the scale is to be 3 storeys fronting the primary street." Having given the matter detailed consideration, the Council considers this to be the most appropriate design response.	None	

Gosford & Water Eaton PC	We support the "substantial green buffer" and "well defined urban edge" to the east but the details of this are incredibly vague. Could a dog park be incorporated into the green corridor? Open green space surrounding St Frideswide Farm is welcome as are treatment of the non-designated heritage assets	Consideration will be given to whether details can be appropriately added in relation to the design of the green buffer beyond what is set out at Section 6.5 of the Brief. The green corridor is a linear space but text could be added in appropriate places to mention "there is opportunity for the provision of a dog park either within the green corridor or the green space in the south-eastern part of the site"	text could be added in appropriate places to mention "there is opportunity for the provision of a dog park either within the green corridor or the green space in the south-eastern part of the site"	Text added to 6.4, page 49.
Gosford & Water Eaton PC	The opportunity of "incorporating the existing farmhouse within the new development" is not in the landowners and their agents' masterplan so we suggest you remove it from the development brief.	Page 21 of the Development Brief (5th bullet point under 4.2.2) states "opportunity to consider incorporating the existing farmhouse within the new development". It will be noted that Pipal Cottage does not feature in any of the proposals from Figure 12 onwards	None	n/a
Gosford & Water Eaton PC	We welcome the commitment to a "well defined edge and active frontage" on the Oxford Road. We suggest you consult with the transportation consultants who have developed, tested and consulted with the parish council on their detailed plans which look sensible.	We have been in regular discussion with the land promoter team including their transport consultants	None	
Gosford & Water Eaton PC	4.2.3 Views and sightlines - your development brief has a number of contradictory requirements concerning sightlines and views and needs revisiting. We welcome preserving the ridgelines and views across the site.	It is not clear as to where these apparent contradictions lie. The Development Brief is consistent through from Section 5 onwards, e.g. Figure 15 shows retained long distance views and none of the proposals contradict Figure 15.	None	
Gosford & Water Eaton PC	4.2.4 Landscape Character: GWEPC supports all the points in this section e.g. regarding the agricultural land to the south and the preservation of hedgerows across the site. But your plan has removed several hedgerows and trees which should be put back into the brief. Again as per the landowner's plans. We support the green link to Cutteslowe Park, Sustainable Urban Drainage (which will certainly need to be deployed to avoid the areas that regularly flood) and the proposed biodiversity gains in the site.	Noted. The intention is for hedgerow removal to be minimal. The hedgerow in the northern part of the site adjacent to the site's eastern boundary will be added into the development framework, as well as the hedgerow which would bisect the new green space/park in the south-eastern part of the site	Except where it would compromise the purposes of the green corridor (in which case a replacement hedgerow will be added), the hedgerow in the northern part of the site adjacent to the site's eastern boundary will be added into the development framework, as well as the hedgerow which would bisect the new green space/park in the south-eastern part of the site	Figures amended; existing hedgerows added (with gaps cycle routes etc where necessary)

<p>Gosford &amp; Water Eaton PC</p>	<p>4.2.5 Movement and access: We support the principles outlined in the Development Brief concerning roads and access but the Development Brief maps are lacking detail and suggest you review the transportation link work undertaken by the landowners and their agents which the parish council broadly supports. Lack of adequate parking for residents of the new development remains a major concern for us.</p>	<p>We note the comments regarding adequacy of parking provision. The level of detail in the Development Brief is considered appropriate and in line with that for other Development Briefs. The land promoter's comments indicate they would prefer less detail in the Brief.</p>	<p>None</p>	
<p>Gosford &amp; Water Eaton PC</p>	<p>Section 6 - the local centre should be in the southern mixed use area as per the land promoter's plans, not the northern section as there are existing buildings there which seem to have disappeared on your plan. No mention is made regarding parking for shoppers at the local centre, only "reduced levels of parking" for residents which seems unrealistic.</p>	<p>The Local Plan proposals map shows the local centre in the northern part of the site. There is much sense in the local centre and the primary school being adjacent to each other, and that is reflected in the Development Brief. As explained elsewhere, based on current evidence the central part of the site is not able to accommodate the school without conflicting with Green Belt policy or harming archaeology and so it needs to be located elsewhere - the only other position which works for the school's requirements is that which is shown in the Brief, and which happens to be in the vicinity of where the Local Plan proposals map shows the local centre.</p>	<p>None</p>	
<p>Gosford &amp; Water Eaton PC</p>	<p>6.3.2 Valley View character area: the parking arrangements look insufficient for the housing density in this area. Details about the green corridor are missing</p>	<p>The level of parking provision is not specified here. The aim of the Brief in this section is to set the parking typologies, which will be a combination of on-street, to the sides of dwellings or accessed from the rear, with parking to the front of properties precluded. The green corridor is not part of this character area - it is discussed separately at Section 6.5.</p>	<p>None</p>	

<p>Gosford &amp; Water Eaton PC</p>	<p>6.4.1 General principles – these are quite vague. Please look at the landowner’s plans which are detailed and thought through. The parish council agrees with the principles regarding access points to the site: one to the north and two from the west side of the site. Page 44-45 regarding the carriage way plus bike and footways: we would like the footways to be away from the main Oxford road and alternative bike routes through the site. Namely, Oxford road highway route (on road for commuting cyclists); recreational route beside the green corridor and a sub-urban route through the estate that joins up with the A40 Cutteslowe bike bridge route. Locating the school in the middle of the development rather than to the north to make use of these cycle and footways.</p>	<p>The intention is that the general principles at 6.4.1 inform the movement and access strategy that follows in the remainder of Section 6.4, and inform the land promoter’s proposals, who would prefer the Development Brief to be less prescriptive. We would agree with regard to the location of the cycleways and have discussed this with the land promoter - the development brief will be amended in this regard. The northern location of the school makes use of the cycle and footways through the site in the same way that the central location would.</p>	<p>The figures on page 37 will be amended to show the cycleways further into the site away from the Oxford Road frontage.</p>	<p>Bottom section amended; cycleway moved out of tree corridor</p>
<p>Gosford &amp; Water Eaton PC</p>	<p>6.4.5 Walking and Cycling – The parish council supports the green link and the east-west high quality walking and cycling links which would be vehicle free – ideally leading to the school site.</p>	<p>Noted</p>	<p>None</p>	
<p>Gosford &amp; Water Eaton PC</p>	<p>6.4.6 Parking – why is the parking taking a lead from Oxford City’s guidelines and only a “regard” to Cherwell’s Residential Design Guide? Shouldn’t it be the other way round as this development is 100% in Cherwell District? Unallocated street parking will be required by residents in addition to dedicated on plot parking and if absolutely necessary rear courtyard parking. Absolute clarity about parking capacity is required and details of car to resident numbers articulated as the current plan seem woefully short of parking areas for the level of proposed development density.</p>	<p>The rationale is that the housing is meeting Oxford’s unmet need, i.e. providing for Oxford’s needs rather than Cherwell’s, so the primacy of Oxford City parking standards is considered appropriate here. We agree with regard to the need for unallocated street parking, and this is reflected on page 47.</p>	<p>None</p>	
<p>Gosford &amp; Water Eaton PC</p>	<p>6.5.1 Play and sports – as the parish council currently manages the playgrounds in our parish and we would want to be fully consulted on the location and type of play areas in this new development. The brief is agreeing the location of the school would have direct bearing on the location of the play areas Two local play areas and One local Equipped Area for Play (5 pieces of equipment); and another combined with a multi-use game area one combined play area might be about right for the topography: but the population density is not at all clear given three storey apartments, mixed use housing above shops, terraced, semi-detached and detached homes are all mentioned in the Development Brief, so more detail is needed in this respect.</p>	<p>It is considered that the level of detail is appropriate for the Development Brief</p>	<p>None</p>	

Gosford & Water Eaton PC	6.5.2 Blue infrastructure – the plans are vague and not much to disagree with but this is an essential part of the brief given local flooding history, current environment agency pools present.	We agree that it is an integral part of the Brief	None	
Gosford & Water Eaton PC	6.6 Community Infrastructure – the allocation of land/space is defined but the locations needs more clarification once the school location is confirmed. Hopefully central to the PR6a site and better situated for the whole PR6b plus PR6a site would be better than the current plan maps indicate.	Noted. The location of the school is discussed elsewhere.	None	
Summertown and St Margaret's Neighbourhood Forum (SSMNF)	Wishes to register a request to be consulted on the progress of the development briefs and any development proposals at every stage	Noted	None	
SSMNF	Together with PR6b the site comprises a gateway into Oxford and is of great importance that their development reflects this importance and takes the opportunity to provide a genuinely 21st century development in terms of high quality design and low carbon development	Noted	None	n/a
SSMNF	It is thus disappointing that these briefs do not suggest this level of imaginative planning and do not reflect contemporary public concerns about quality of development and design, climate change and sustainability/ regeneration including a commitment to passive house standards, and best practice in traffic calmed safe neighbourhoods. Rather, they reflect a piecemeal approach, and lack of holistic vision.	The objectives of the Development Brief include to provide comprehensive development of the site, to require high quality design, and to require traffic calmed safe neighbourhoods. Each Development Brief sets out a vision for the respective site.	None	n/a
SSMNF	Nor do the briefs suggest the ambition made possible by the very large increase in land value that will arise from the development of these three greenfield sites. This uplift to landowners and developers gives Cherwell District Council significant leverage to secure an exceptional development, but this ambition does not appear to be recognized in the three development briefs. Nor is there any recognition of the need to have an overage scheme in place to allow for increases in planning gains as land values and houses prices rise over the long timescales of these developments.	It is important that there is consistency across the six development briefs, and the briefs for PR7b and PR9 don't include text in this regard. In addition, Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites	None	n/a
SSMNF	Furthermore, the proximity of the sites to each other strongly suggests to the Forum that there should be an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing, and infrastructure provision (for example traffic, public transport, cycling and pedestrian planning) to secure an integrated approach	Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites	None	n/a

SSMNF	<p>The development of these sites and others in the Kidlington area will significantly reduce the size and quality of the Green Belt and therefore it is of great importance that new development provides adequate compensation in terms of development quality and environmental protection in and around these sites to reflect the scale of this loss. There is particular concern about the future of land to the east of PR6A and we believe there is an opportunity to declare this area a wetland/natural habitat/sanctuary area up to the banks of the Cherwell River. It is important to people of North Oxford that this opportunity is not missed. Moreover, there is a need to make a significant, specific and tangible commitment to increase biodiversity.</p>	Noted	None	n/a
SSMNF	<p>Development of the PR sites will have significant implications for our area:</p> <ul style="list-style-type: none"> <li>•The loss of high quality Green Belt</li> <li>•The implications of increased demand for public services (such as GPs, pharmacies, schools, libraries, social care, policing) in Summertown and North Oxford – who is to provide/fund these additional services?</li> <li>•The implications for water and sewage provision given the appalling overflows currently taking place</li> <li>•The lack of clarity about exactly who the new housing will be for? For example what does 'affordable' housing mean? How much housing will there be for the elderly and disabled and for those with special housing needs? Is the housing goes to be at passive house standards or above?</li> <li>•How will the increase in traffic through our neighbourhood, particularly down the Banbury Road and in Summertown Centre, be managed? How will residents cross safely across the Banbury Road between PR6A and PR6B? What traffic calming measures will be introduced along the Banbury Road? What safety by design measures are to be taken for pedestrians and cyclists?</li> <li>•The precise impact of development on landscape, trees, biodiversity, and public access particularly to the east of PR6A is unclear. Any changes to landscape and trees should be strictly phased and evolutionary, mitigating any damage to the environment</li> </ul>	<p>Loss of Green Belt - The principle of development has been established through the adoption. Appendix 4 of the LPPR sets out the infrastructure requirements across the PR sites; these would be funded by the site developers. Housing - 50% must be Affordable Housing; green belt land has been released for housing on the basis of meeting Oxford's unmet need; Policy BSC4 of the Local Plan requires an appropriate housing mix and provision on sites of this size for extra care, and encourages the provision of specialist housing for older and/or disabled people and those with mental health needs. Impacts re traffic, trees, biodiversity, etc. - this will be a matter for the planning application assessment</p>	None	n/a
SSMNF	<p>We note there is much in the development briefs about sustainability but little about the mechanism that will ensure high design standards of sustainability, and high levels of service provision that these Gateway sites deserve. Leaving it to section 106 agreements alone is highly risky. The danger is that the failures of the Oxford North scheme, which the Forum objected to due to loss of affordable housing provision, will be repeated again with the community losing out due to the use of 'viability' arguments when planning applications are submitted – unless the terms of the planning briefs are as precise and exacting as they need to be.</p>	<p>Section 106 agreements will take precedence over and have more weight than the development brief. Development of the site will be required to conform to the LPPR requirements. The development briefs are intended to guide landowners/developers as to how the site(s) should be developed.</p>	None	



SSMNF	We believe there is an opportunity to create an innovative delivery mechanism - a public/ private partnership to deliver these schemes and capture land value, comprising opportunities for community land trusts and community participation in protecting and managing the environment.	Noted	None	n/a
SSMNF	There is opportunity for CDC to promote a community self-build scheme for the PR sites as they have so successfully at Graven Hill in Bicester	There is no planning policy requirement for the provision of self-build as part of the development	None	n/a
SSMNF	The brief contains some design ideas that SSMNF supports such as the new Primary School, a new local centre, and an extension to Cutteslowe Park. The question is as ever the detailed delivery of these and other commitments when applications are negotiated and viability arguments are brought into play.	Noted	None	
Hodge Jones & Allen (St Frideswide)	The access to St Frideswide's Farmhouse is via a farm track, approx. 1/4 mile long, which traverses between two fields from the main road, and ends with a left turn to SFF where there is a copse of trees and car parking for about five cars. In none of the proposals I have seen so far are there any drawings to suggest how access will be maintained to the house during and after the development. I assume from the plans available to date that the current track will disappear. I note that the development may take up to 7 years to complete. I assume therefore that there will be a temporary track constructed until a permanent road is laid. I wish to know exactly what is intended for the access to the house during and after the development and what route it will take. It must of course be in all ways equivalent to the current track, and it should be maintained (as now) by Christ Church. I have not been consulted on this.	This is a very important point and will be a relevant consideration at the time of the planning application but is not something that the Development Brief would include	None	

Hodge Jones & Allen (St Frideswide)	<p>There is nothing specific in the Development Brief about St Frideswide's Farmhouse and how the effects of the development (both in heritage and residential amenity terms) will be ameliorated. The development would completely transform (if not destroy) the quiet rural character and setting of the house. Understands that it was an exceptional decision to allow housing on Green Belt land, but as a result there is even more need for the development to be undertaken carefully and sensitively so as to respect the setting of the house and the amenity of its occupants. I have not been consulted on this (by the developer). I am concerned that the uninterrupted view in front of the house will be interfered with and there will be much pedestrian traffic from the large number of people living on the estate. It is essential that there is a substantial buffer of land between the house and this development. This needs to be designed with landscaping, walls and mature trees (for privacy and noise reduction). The design of such a buffer is crucial and complex and it would be fair for me to have professional help to comment on the design at the expense of the developer. Requests that the LPA requires the developer to produce specific proposals to address these issues.</p>	<p>Very much noted; however, the principle of development is set by the planning policy for the site. What the Development Brief is: note St Frideswide in Section 3.2 (site context), Figure 9, Section 4.1 and Fig 10 (site constraints), identifies in Fig 10 the high sensitivity of views from within the site towards St Frideswide Farmhouse, states at 4.2.2 that a substantial green buffer will be needed and an open space around the heritage asset(s), capture the above in the development principles at Section 6.3 and 6.3.2 and provides for retained long distance views (Figure 15). It is considered that the Development Brief is appropriately detailed in this regard, and that the specific proposals required to address these issues will need to form part of the planning application</p>	None	
Mark Fransham	<p>Emphasises the importance of seizing the opportunity to dramatically improve cycling and walking provision for the Kidlington-Summertown-Oxford route. References the 8th Feb 2022 fatality. Would like to see the development briefs adopt a 'Vision Zero' approach to reduce pedestrian and cycling deaths to zero. Central to this is the provision of segregated routes, separating pedestrians from cyclists from motor vehicles, reduction in speeds and safe road design, and must be design for the convenience of pedestrians and cyclists, deprioritising the convenience and speed of motor vehicles</p>	<p>The objectives of segregating traffic are captured in the development brief. It will be a matter for the planning application assessment to ensure these objectives have been met with the proposed development</p>	None	n/a
Mark Fransham	<p>The proposed cycle route to Cutteslowe Park is potentially an excellent addition to the area, but must be seen as a leisure route as must the canal to the west. Fast, priority, segregated and direct routes for cyclists and pedestrians on the Kidlington-Summertown-Oxford route are essential</p>	Noted	None	
Mark Fransham	<p>Would like to see the development briefs incorporate a complete redesign of the Kidlington roundabout. The current sketches for a redesigned roundabout are car-centred and unfit for purpose, designed like a motorway junction and regular site of accidents. 11th Feb 2022 a car came off Kidlington roundabout and hit a tree; on 8th March 2022 a HGV hit a car.</p>	<p>Very much noted, but this is beyond the remit of the development brief as it falls outside the site. The development brief is not able to require more than the Local Plan policy</p>	None	n/a

Mark Fransham	The development briefs should include unambiguous instructions that cycle paths have to be LTN1/20 compliant and that shared paths on this site are unacceptable; the north-south cycle and walking route cannot be a shared path; any new cycle/walking crossings cannot be shared.	This is captured in the Development Brief, e.g. Page 32 / Figure 16.	None	n/a
David Peddy	This is an unwarranted intrusion into green belt land with damage to flora & fauna;valuable recreational facilities and creating congestion for which no provision is being made Housing will create unacceptable pressure on road,medical,hospital and school facilities; The destruction of green space, natural habitats and recreational facilities	This relates to the principle of development, which has been set through the adoption of the LPPR	None	n/a
Greenway Oxon (golf)	The potential problems of commuter parking are likely to require a controlled parking zone at the very outset of the development and on a 7 day basis because of the proximity of Cutteslowe Park; there will be significant potential problems were the stadium proposal at Stratfield Brake to go ahead	Noted; the CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Text added to 6.4.6
Greenway Oxon (golf)	For both traffic and public health reasons, access to the primary school should be primarily by foot or on cycle, with the 'school run' being positively discouraged. Given the presence of the Oxford City depot at the Park, the northern school site is preferred. It would be good to see some detailing of the proposals for wildlife habitat (and management) and associated with the school	Noted and agreed. Detailed proposals for wildlife habitat will be required with the planning application. Policy PR6a sets out the requirement for a Biodiversity Improvement and Management Plan and this will be one of the key matters for the planning application	None	
Greenway Oxon (golf)	There is significant biodiversity on the 6a site. The orchard habitat adjacent to the existing farmhouse will need to be carefully conserved. We are aware of comments made in previous consultations by the Oxford Ornithological Society, which is rightly concerned about loss of habitat for declining species, and it is essential that mitigation can be achieved. As with 6b, there will need to be a balance between retaining a wildlife corridor along the Oxford Road, keeping much of the existing vegetation, yet retaining rural views out. It is also important to retain open views out of the site over the remaining Green Belt areas to the Cherwell Valley.	Noted and agreed. The retention of key views is picked up in the Development Brief.	None	
Greenway Oxon (golf)	The extension to Cutteslowe Park should cater for the existing <b>local community</b> as well as visitor.	Noted; agreed	None	

Greenway Oxon (golf)	Please ensure the County Council takes particular care in designing <b>cycle provision</b> . There has been a number of accidents locally – including the very recent fatality at the P&R junction.	Very much noted - this will need to be captured in the planning application submission	None	
Greenway Oxon (golf)	Although Thames Water might say in mitigation that the (in our view unnecessary) pace and scale of growth locally has put immense pressure on <b>sewage</b> treatment facilities and networks, it is important that they give cast iron assurances on adequacy <b>before any development commences</b> .	Noted and agreed; this will be an important material consideration for the planning application	None	
Savills (land promoter)	The Development Brief should take account of and acknowledge the work undertaken by the landowner to inform the proposals, e.g. a vision and principles have been discussed with the Council and have been subject of public consultation by the landowner. There is no need, therefore, for the Development Brief to set out a further vision and objectives.	The landowner will appreciate the role of the Development Brief in the planning process, and the importance of the brief in setting vision and objectives.	None	
Savills (land promoter)	The extent and detailed nature of much of the document reads more as a Design Code, with a lot of repetition from the Local Plan that is not needed. The Development Brief is too detailed for this stage of the process and could stifle a successful development coming forward, e.g. in referring to the exact type of access junction when this has not yet been determined. The development brief would benefit from being reduced in size and limited to setting out high level principles i.e. to provide a brief for the site. Detail will come through in the planning application process.	We would disagree. Most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a development brief: ‘...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.’	None	

Savills (land promoter)	<p>The landowner accepts that the location of the primary school is caveated in the development brief as being subject to detailed assessment. However, the location and orientation of the school shown in the DB is fundamentally wrong and takes no account of the wider place making principles that have been discussed and consulted on. The school is a key element of the development and should be at the heart of it. The local plan location is too remote but so is the northern location, poorly related to the majority of the residential properties at PR6a and remote in relation to future residents of PR6b. Its orientation results in development parcels that are highly constrained and a poor relationship to areas of open space. It also has no ability to expand in the future.</p>	<p>The school is indeed a key element of the development. If there were no site constraints, the central location would be preferred. However, one has to take into account site constraints as well as place making principles and without encroaching into the green belt or harming archaeological remains it is not possible to deliver the central location. The central location has no ability to expand in the future.</p>	No change	
Savills (land promoter)	<p>The proposed location for the school sits over an overland surface water flow route that could be used for sustainable drainage and habitat creation if the school was not located where shown</p>	<p>It is not envisaged that the school would be built over the overland surface water route, but adapted in shape and layout to respect this sustainable drainage feature</p>	None	
Savills (land promoter)	<p>The current proposed location of the school in the northern part of the site, whilst serving to increase the perceived greenspace (i.e. playing fields etc) from longer views from the east, would also restrict the opportunity to create a sensitive edge to the north-eastern boundary. A centrally located school, as proposed by ChCh, would assist in creating a layering effect of landscaping within the site to reduce the perceived massing of built form within the western areas of the site in views from the east. Also affects a high quality tree that would need to be removed.</p>	<p>We would disagree. Indeed, this is a limitation of the central location, which would require encroachment into the Green Belt and/or reduction in the width/provision of the green corridor</p>	None	

Savills (land promoter)	<p>The DB sets out a confused approach to the Oxford Road frontage. In some places it refers to retention of the trees, hedges and scrub along the road edge but in other places it refers to creating an active frontage and/or removal of the lower level vegetation. In addition to referencing the Local Centre having visibility from the Oxford Road. The landowner is working closely with the owners of site PR6b to provide a joined up approach to the Oxford Road and provide safe cycling routes. It is clear that there will need to be removal of sections of the existing vegetation to allow the access junctions to be constructed. Depending on the highway requirements within the road corridor some widening may also be needed. In addition, a large proportion of the existing vegetation on both sides of the road is of low quality and will need to be better managed and supplemented with new planting to provide a long term benefit.</p>	<p>Highways requirements need to be balanced against protection of trees (both for ecological and arboricultural reasons) and tree loss avoided where at all possible. If there are transport solutions which avoid tree loss they should be pursued.</p>	None	
Savills (land promoter)	<p>The provision of a formal avenue of trees on Oxford Road is contrary to the pre-app advice which has been provided by OCC to ChCh and the need to consider retention of rural character of routes into the city. As drafted, the requirements of the draft DB for the Oxford Road frontage would make it difficult to retain the rural character of the road.</p>	<p>Removal of trees to facilitate multiple traffic lanes would not retain the rural character of the road.</p>	None	
Savills (land promoter)	<p>With 3-5 storey development on either side of the road, even if set back behind the existing or new planting the character and appearance of the Oxford Road will change. This should be reflected in the DB.</p>	<p>It is not clear as to what change is sought here. The Development Brief is quite clear, e.g. at Section 6.3, that the character and appearance of the Oxford Road will change.</p>	None	
Savills (land promoter)	<p>Inside front cover - the landowner does not want its logo included in the document and does not support the contents of all of the text and plans in the draft development brief, nor is it appropriate for the consultees listed in 1.4 to have their logos displayed.</p>	<p>Noted, though it is considered important and appropriate that there is consistency across the Development Briefs; the land promoter has inputted to this Development Brief</p>	None	
Savills (land promoter)	<p>Page 1 - the landowner has not jointly prepared the development brief - this distinction should be made in this paragraph and elsewhere in the document. 1.1 (Page 3) 6th para - incorrect to state that the development brief has been jointly prepared with the landowners(s), who instead is a consultee. The text should be amended to remove reference to the landowner having prepared this DB.</p>	<p>We do not consider this necessary - the other Development Briefs have the same text as currently shown here</p>	None	

Savills (land promoter)	Site location, fifth sentence - the date of the round barrows should be amended to reflect their confirmed Anglo-Saxon date.	Noted	In the paragraph headed Site Location on page 1 "Bronze Age (potentially Iron Age)" to be replaced with "Anglo-Saxon"	Already changed in previous version. Exec summary has now been changed though.
Savills (land promoter)	The vision statement is overly long and is more akin to a set of development objectives than a vision. The landowner requests the wording is simplified to provide an overarching vision for the proposed development (proposes its own wording is used). If the current vision is retained, then the landowner questions the reference to a 'contemporary' urban extension in terms of its design and seeks greater flexibility on choice of design style, e.g. in case a more traditional design approach is preferred; the landowner is not certain that the local centre should 'front' onto Oxford Road - it could have some visibility from the Oxford Road but should face into the site to create an area that is suitable for sitting out and conversation between residents.	In the same way that the school should serve both PR6a and PR6b, so should the local centre. As such, its visibility from Oxford Road is important. The vision statement on page 1 is considered appropriate, necessary and of similar length and focus as the vision statements for other Development Briefs	None	
Savills (land promoter)	Vision - 3rd sentence - the text should be amended by replacing the word 'maximised' with the word 'optimised' and Second Paragraph, Bullet 7: Add reference to the 3 hectares of agricultural land being 'retained'.	The change of word in the vision would weaken the vision and change the emphasis. The omission of the word 'retained' is noted and will be amended	Page 1, 7th bullet, the word "retained" to be added after "land"	Retained added to Page 1 and Page 25

<p>Savills (land promoter)</p>	<p>Figure 1 identifies two parcels of land for a 'mixed use' development, extending to about 2.5ha, whereas Policy PR6a requires the provision of a local centre on 0.5ha of land. The development brief should clarify what is meant by 'mixed use' compared to the 'local centre' policy requirement. The provision of allotments should be relocated and placed in more than one location where they integrate with the Green Infrastructure corridor and provide greater accessibility for residents of PR6a. (Also applies to Figs 12 and 13)</p>	<p>These areas have been shown indicatively, for discussion as to the best location. It is not envisaged that all of this mixed use land would remain in the final development brief, which would need to reflect the policy requirements for the site. Section 6.3.1 of the Development Brief states that "within the local centre, buildings will have a vertical mix of uses for example; ground floor retail and residential or office above. Front doors to upper floor uses are to be integrated into the active street frontage, rather than accessed via the rear." Mixed use is intended to mean that there will be residential use as well as local centre uses. It is evident, though, that 'mixed use' in Figure 1 may be misleading, so it will be replaced by the words "broad location for local centre". It is considered most appropriate (and efficient) for the allotments to be grouped together. Allotments in the location shown will help retain a sense of openness to the setting of St Frideswide's Farmhouse and will be next to the green corridor whilst being within the developable area as required by Policy PR6a. This location is within 800m of all parts of the site as required by Policy BSC11. It is not appropriate for the allotments to be sited in the green infrastructure corridor and there are different reasons (including space efficiency) for them not being dispersed around the site.</p>	<p>Figure 1 - change 'mixed use' to "broad location for local centre"</p>	<p>Figure 1, 13 and 15 key and amended from 'mixed use' to 'broad location for local centre'. Changes made to accompanying text at p57, second para; P57, development principles, second bullet; and P35 second column, 3rd bullet.</p>
<p>Savills (land promoter)</p>	<p>Drainage Attenuation Features: The attenuation features shown should be prefixed in the Legend as being 'indicative locations'. Indeed, additional attenuation features could be required on site in different locations.</p>	<p>This is already indicated in the Legend</p>	<p>None</p>	
<p>Savills (land promoter)</p>	<p>The plan shows five indicative play areas, two with smaller stars and three with larger stars. Do these represent the policy requirements for LAPs and LEAPs and if not, what is that requirement and how do the stars relate to it? We note that all of the play areas are indicatively shown within the residential area. The land promoter proposes that play spaces will be provided throughout the site and in the green spaces.</p>	<p>Larger stars represent LEAPs and the smaller stars represent LAPs. The stars are intended to show indicative locations. Figure 1 shows the play spaces spread throughout the site. Policy PR6a requires the play areas and allotments to be provided within the developable area, so if the land promoter does propose them in the green spaces this will conflict with policy and will not be supported.</p>	<p>None</p>	



Savills (land promoter)	A new public walking and cycling corridor is shown through the green infrastructure corridor, which is in accordance with the LPPR policy. However, this does not provide a direct route from the Oxford urban area to the Park and Ride/Oxford Parkway, due to the location of the access point. A further 'new public walking and cycling corridor' should therefore be shown through the centre of the site; and a further route along the Oxford Road.	It didn't seem necessary for a separate walking and cycling route to be shown in yellow on the plans through the centre of the development as the primary street is required to have cycle routes and pavements, as is Oxford Road. However, we understand Savills is keen to see walking/cycling routes more clearly shown and, given there would be a footpath and cycle way in this location anyway, we would be happy to show the walking and cycling route through the centre of the site, in addition to - but not at the expense of - the one through the green infrastructure corridor and providing this central walking & cycling route does not impinge on either the green infrastructure corridor, the archaeological remains or other land uses	Figures 13, 15, 21 - add a walking & cycling route through the site from the northern vehicular egress point, along the main road through the site, between the LEAP and the allotments, down to the southern LEAP and connecting to the walking & cycling route already shown; and add that this additional walking & cycling route is included with the provisos that it does not impinge on the green infrastructure corridor, result in harm to archaeological remains or require other land uses to be moved such that they would encroach into the Green Belt.	Figures 1, 13,15,19, 21 amended. Central walking/cycling route in yellow added as described. New bullet added to 6.4.5 "An additional north-south walking and cycling route may be provided in the centre of the site (on the proviso that this does not impinge on the green infrastructure corridor, result in harm to archaeological remains or require other land uses to be moved such that they would encroach into the Green Belt)."
Savills (land promoter)	Land South West of St Frideswide Farm, which is located immediately to the south of the PR6a site in Oxford City (i.e. the site which is promoted by Croudace for 134 dwellings), benefits from a resolution to grant full planning permission by OCC (Application Ref. 21/01449/FUL). To add helpful context to Figure 1, the approved site layout plan should be added in grey.	Noted - the appropriate figures should be updated to reflect this approved layout for the Croudace development	The appropriate figures will be updated to reflect this approved layout for the Croudace development	Basic version of layout added to baseplan of all drawings. Label ' consented scheme' added
Savills (land promoter)	The DB should take into account that land comprising Pipal Cottage (which is identified within the PR6a site allocation boundary) will be excluded from the planning application site area. However, land comprising the barns next to the cottage will be included in the planning application. 3.2.3, bullet 1 - Confirmation should be given that the farmhouse is called Pipal Cottage.	Noted - the appropriate figures will be amended to reflect this nuance, and 3.2.3 will be amended accordingly	The appropriate figures will be amended to show Pipal Cottage excluded from the development area but include land comprising the barns next to the cottage. Section 3.2.3, bullet 1 will be amended to replace "the farmhouse" with "Pipal Cottage"	Figures amended to exclude cottage but include barns in developable area (retained cottage shown on base). Section 3.2.3 amended.
Savills (land promoter)	Primary Access: The access proposals are subject to ongoing discussion with OXCC Highways. While it is anticipated that the access would be the primary access junction it is not necessary to determine whether either the northern or southern junction would be the Primary / Secondary junction. The word 'Primary' should be removed from the Figure.	Further to detailed discussion with OCC, we would disagree	None	

Savills (land promoter)	<p>Secondary Access: The access proposals are subject to ongoing discussion and modelling with OXCC Highways. The type of junction should not be identified as 'left in left out' as this restricts opportunities to deliver a strategic approach to access. The references to 'Secondary' and 'left in left out' should be removed. The '**' notation in the Legend should also be amended to state 'Type of junction subject to Traffic Modelling'.</p>	<p>CDC and OCC's aim is to minimise impact to the free flow of traffic on Oxford Road. It is also intended that there will be vehicular access onto the road to the north of the site that serves the park and ride. The '** notation is appropriately caveated</p>	None	
Savills (land promoter)	<p>Vehicular Egress Point Only: Subject to further modelling, it is not anticipated that a third access point is necessary to support PR6a based on the work undertaken to date. Notwithstanding this it is not necessary to dictate that the access should be 'egress only' or 'left out' only. The access could be used for agricultural access to retained farmland to the east, which it currently serves. This reference in the Legend should be amended to state 'Ancillary access point**'.</p>	<p>This has been subject of detailed discussion with OCC.</p>	No change	
Savills (land promoter)	<p>1.2.1 Purpose (page 5) - No reference is made to Point 10 (a) to (h) of Policy PR6a which sets out what the draft DB should include. These points should be identified in this sub-section of the Brief.          Bullet 3: There are a small number of areas where the Brief increases uncertainty through inconsistencies with the Local Plan policies. For example, in relation to how the Oxford Road frontage should be treated, where the primary school should be located. Further explanation of these would be helpful.          Third Paragraph: Reference should also be made to the Oxfordshire County Council Street Design Guide (also applies to 5.1, 2nd para)</p>	<p>It is not considered necessary to repeat verbatim point 10(a) to (h) of Policy PR6a. We would disagree that the changes from the LPPR proposals map create uncertainty. The changes that are made constitute minor variations arising from evidence that has become available since the Plan's adoption. The Oxfordshire Street Design Guide isn't referenced in the Development Briefs for PR7b and PR9, so the effect of agreeing the change will be that parking has to be in line with the Oxfordshire Street Design Guide in the case of PR6a but not in the case of PR7b or PR9. And, whether or not is mentioned in the Development Briefs, the Oxfordshire Street Design Guide is/will be a material consideration in the assessment of proposals at PR7b and PR9 despite it not being mentioned in the Development Briefs for those sites, just as it will for proposals at PR7a.</p>	None	

Savills (land promoter)	1.4.1 Community Engagement (page 6) - landowner questions the inclusion of this paragraph once the Development Brief is adopted. Also requests that CDC provides clarification as to whether the draft DB has been informed by the results of the community engagement exercises which have been undertaken to date by the land promoter, which has included Enquiry by Design, public consultation and Design Review Panel?	1.4.1 - Agreed - the text will be amended as appropriate. The community engagement exercises undertaken by the land promoter stand independent of the Development Brief process being undertaken by the Council	Section 1.4.1 to be amended in line with the Briefs for PR7a, PR7b, PR9 to say: Public consultation on the Draft Development Brief took place between xxx and xxx. Comments received have informed the final Development Brief. "	Section 1.4.1 updated
Savills (land promoter)	Aerial View of Site PR6a (Page 7) For consistency, the land described on the aerial photograph as 'North Oxford Golf Club' should be changed to 'PR6b'.	Agreed	The appropriate text to be amended	Figure amended
Savills (land promoter)	Figure 4 - There are inconsistencies in the figures and with other figures in the draft DB in terms of where the primary school is located. As stated in the land promoter's comments in relation to Figure 1, the school should be located centrally but that the caveat should be retained. Land South West of St Frideswide Farm (i.e. the site which is promoted by Croudace for 134 dwellings) should be included in these figures as being 'Proposed growth in adjoining local authorities'.	Figure 4 does not show the primary school and is not intended to. Figure 3 shows the primary school, but the location reflects the LPPR proposals map, as is the case for PR8. Fig 3 is caveated as being "for illustrative purposes only". The location of the school is discussed elsewhere in this spreadsheet.	None	
Savills (land promoter)	3.1.1 - Bullets 5 and 6: there is overlap with these areas, they are not separate areas – this should be clarified in the DB. Bullet 7: Add reference to the 3 hectares of agricultural land being 'retained'.	Bullets 5 and 6 reflect the Policy PR6a requirements. The landowner may wish to propose their amalgamation, but the policy lists them separately. Bullet 7 will be amended accordingly	Page 14, 7th bullet, the word "retained" to be added after "land"	Text changed
Savills (land promoter)	3.1.2 - First Paragraph, Third Sentence: the land promoter notes that PR6a and PR6b are in separate landownerships and that separate planning applications for each site will be submitted. In view of this, the word 'may' should be changed to 'will'. Second Paragraph, Third Sentence: Add 'a' to 'combined neighbourhood'.	This point is understood, but it is not considered essential for 'may' to be changed to 'will'. In the third sentence of the penultimate para on page 14 the word "a" will be added before "combined".	In the third sentence of the penultimate para on page 14 the word "a" will be added before "combined".	Text changed
Savills (land promoter)	3.2.1 - Bullet 2: Clarification should be given to confirm that that part of the site which is within the Green Belt relates only to part of the land within the Green Infrastructure corridor on the eastern edge of the proposal.	This is correct - words to be added to clarify this.	Section 3.2.1, 2nd bullet - after "Oxford Green Belt" add new sentence "This Green Belt land is to be the Green Corridor as shown in Fig 8"	Text of 3.2.1 changed to "This Green Belt land is indicated on Figure 9 and will become part of the proposed Green Corridor shown on figure 8."

Savills (land promoter)	3.2.4 - Bullet 4: The southern Footpath 229/8/10 does not cross land between Oxford Road (Banbury Road) and the site boundary. Amend text to state: Two public rights of way cross the site providing access to the wider countryside to the east of the site. The northern most public right of way (Bridleway 229/9/30 links almost directly to a footpath running east-west across Land West of Oxford Road (PR6b). The southern footpath (229/8/10) provides a route from the western boundary of the site, eastwards.	Noted and agreed, other than the last sentence as proposed would seem superfluous as the revised para already says that the footpath provides access to land to the east of the site.	3.2.4, 4th bullet to be amended to read: "Two public rights of way cross the site, one from Oxford Road, providing access to the wider countryside to the east of the site. The northern most public right of way (Bridleway 229/9/30) links almost directly to a footpath running east-west across Land West of Oxford Road (PR6b)."	Text of 3.2.4 amended
Savills (land promoter)	3.2.4 - Bullet 6: Amend to state: There are three existing vehicle access points to the site, two via Oxford Road and the third via the Park & Ride access road facility. In addition, there is an additional vehicular access onto Oxford Road which serves Pipal Cottage.	Noted	3.2.4, 6th bullet, add the sentence "In addition, there is a vehicular access onto Oxford Road which serves Pipal Cottage."	Text of 3.2.4 amended
Savills (land promoter)	3.2.5 - Bullet 2: Amend to state - Land is allocated within the Oxford Local Plan 2016-2036 on the southern boundary of the site. Land South West Of St Frideswide Farm (allocation SP24) is promoted by Croudace for 134 dwellings and benefits from a resolution to grant full planning permission by OCC (Application Ref. 21/01449/FUL). The proposed development will be accessed via Oxford Road (allocation SP24). Bullet 3: Add reference to Oxford North having the benefit of planning permission (OCC Application Ref. 18/02065/OUTFUL). Bullet 4: Refer to the aggregate rail depot being operated by Hanson Aggregates.	Noted - bullets 2 and 3 to be amended accordingly. The change to bullet 4 is not necessary.	3.2.5, 2nd bullet to be amended to read: "Land is allocated within the Oxford Local Plan 2016-2036 on the southern boundary of the site. Land South West Of St Frideswide Farm (allocation SP24) is promoted by Croudace for 134 dwellings and benefits from a resolution to grant full planning permission by OCC (Application Ref. 21/01449/FUL). The proposed development will be accessed via Oxford Road (allocation SP24)." The third bullet to be amended to refer to the planning permission 18/02065.	Text of 3.2.5 amended
Savills (land promoter)	Figure 9: Site Context (Page 18) & 4.1 - Bullet 2, Target note 2 & Figure 10: Medieval Features: Recommend that the southern feature is amended or removed. It presently covers the barns associated with the listed farmhouse. None are medieval. If this symbol is intended to represent the location of the deserted medieval village or moated site, it should be moved further eastwards, approximately to where the 'St' of St Frideswide is located on each plan.	Noted. The appropriate change will be made.	The relevant figures and text to be amended accordingly.	Figures 9 & 10 amended by moving southern asterisk eastwards to the 'St'

Savills (land promoter)	<p>4.1 - Bullet 6, Target Note 6: The post-medieval milestone on Oxford Road appears no longer to be extant. Confirmation is required that this feature is still in place, otherwise this reference should be removed from the DB.</p>	Neither CDC or OCC has information to the contrary, so the Development Brief will be retained as drafted here	None	
Savills (land promoter)	<p>4.1 - Bullet 7, Target Note 7 / Figure 10: A 'High Sensitivity Viewpoint' is marked in the central field; however, this is identified on private land and not from any PRoW within the site. This viewpoint should therefore be removed from Figure 10. This is not followed through on to Figure 11, other than the reference to an 'important connection'. Importantly though, the desire to include views from new public realm to the landscape to the east is included within the DB.</p>	We note the point made but because views to and from listed buildings are important to its significance irrespective of the status of the land from which those views may be derived Figure 10 will not be amended	None	
Savills (land promoter)	<p>4.1 - Bullet 11, Target Note 11: To reflect the difference in levels found across the site and the presence of both Flood Zone 3 and also Flood Zone 2, it is requested that this target note is amended to provide greater clarification. This target note should be amended to state: "Although the site falls predominantly within Flood Zone 1 (low probability), site slopes significantly to the east and includes land within Flood Zone 2 and the eastern part of the site is located within Flood Zone 3 and is unsuitable for built development. These areas of Flood Zone 2 and 3 are approximately 10 metres lower in elevation when compared to the areas identified for residential development, as shown in the Local Plan Review".</p>	Noted. The text will be amended accordingly	Section 4.1, bullet 11 to be amended as per Savills wording.	Section 4.1 amended.
Savills (land promoter)	<p>4.1 - Bullet 12: It is inaccurate to state that flood risk corridors cross the site in several locations. Instead, the bullet point should state "Flood risk mapping indicates that there are localised surface water flow paths at low, medium and high risk of flooding."</p>	Noted. The text will be amended accordingly	Section 4.1, bullet 12 to be amended as per Savills wording.	Section 4.1 amended.
Savills (land promoter)	<p>4.1 - Bullet 18: The site is currently undeveloped, in private ownership and not accessed by public roads. In view of this, it is not considered that the site is vulnerable to commuter parking by non-residents. This bullet point should therefore be deleted.</p>	Noted. The words "Once developed" to be added at the start of the sentence and the word "is" should be replaced by "would be"	The words "Once developed" to be added at the start of the sentence and the word "is" should be replaced by "would be"	Section 4.1 amended.
Savills (land promoter)	<p>4.2.1 Place Shaping (Page 21) Bullet 3: We note bullet three and confirm that the local centre and primary school should respond to residents' needs, rather than those using the P&amp;R or Oxford Road.</p>	No change required to the text of bullet 3.	None	

Savills (land promoter)	Bullet 4: This point suggests that the location of the P&R / primary school is not fixed in the Local Plan Partial Review. It would be better therefore to remove this numbered circle from the opportunities plan as it suggests a location at the northern end of the site for both of these uses.	Noted - instead, though, an additional circled number 1 will be added where the school is shown in the Local Plan proposals map	an additional circled number 1 will be added where the school is shown in the Local Plan proposals map	Southern '1' added to figure 11
Savills (land promoter)	4.2.2 Heritage and Townscape Character (Page 21) Bullet 5, Target Note 4: Amend to state 'Opportunity to consider incorporating the existing farmhouse (Pipal Cottage) and/or barns within the new development' (subject to landownership and suitability of the barns for reuse and retention).	It would be appropriate to add the words "(Pipal Cottage) and/or barns" prior to 'within the new development' but the phrase "Opportunity to consider" mean that the other words in brackets are not needed.	4.2.2, bullet 5 - add the words "(Pipal Cottage) and/or barns" prior to 'within the new development'	Text of 4.2.2 bullet 5 amended
Savills (land promoter)	4.2.3 Views and Sightlines (Page 21) Target Note 7 suggests that ridgelines on the site should be explored to create views towards Islip Church and the countryside. To date, this has been covered off in general terms, stating that the proposed development should promote views out to the wider landscape to the east. Islip Church is located about 3km from the site and views of it can and should be factored in as part of the street alignment. Figure 11 (Site Opportunities) does illustrate opportunities to retain views east from the PRoWs through the site.	Noted	None	
Savills (land promoter)	4.2.4 Landscape Character (Page 21) Bullet 1, Target Note 8: The retained agricultural land, if included as part of the proposals and subject to an agreed change of land management, could include the introduction of suitable habitat for farmland birds. This matter is for ongoing consideration with the tenant farmer. Mitigation for farmland birds (i.e. habitat within POS and hedgerow buffer zones) will be explored throughout the site too.	Noted	None	
Savills (land promoter)	4.2.4 - Bullet 2 (Page 23): Given that the details of the habitat mix have not yet been confirmed as part of development process, this bullet should include the words 'where appropriate' to allow flexibility.	Since the bullet point begins "Opportunity to retain..." it is considered that the words "wherever possible" are appropriate and sufficient	None	

Savills (land promoter)	<p>Figure 11: Site Opportunities (Page 22)</p> <p>The 'important node' shown on this plan should be moved to the intersection between the junction on Oxford Road and the PRoW crossing the site. This position is where a movement node is created and it is the type of node which has often traditionally formed the centre of villages or market towns.</p> <p>Pipal Cottage and Barns are hidden by the number 4 target note reference icon. The annotation of St Frideswide Farmhouse on the plan is not well-related to the actual building shown on the plan. Suggest an arrow is used to point to the building itself.</p>	<p>It is not considered necessary or appropriate to move the 'important node'. It is noted that Pipal Cottage and Barns are hidden by the number 4 but if the latter was moved then other identified deficiencies would be true of the number 4. The annotation of St Frideswide is away from the actual building in order that it is not over other information, but it is a sensible idea to use to arrow to point to the building itself.</p>	<p>Figure 11 - Add an arrow to connect the words 'St Frideswide Farmhouse' to the building itself between the numbers 2 and 7.</p>	<p>Arrow to Fig 11 added</p>
Savills (land promoter)	<p>4.2.5 Movement and Access (Page 23)</p> <p>Bullet 1: Remove wording linked to Park and Ride because the opportunities are limited due to a number of constraints, including land ownership. Repword the bullet point to state that 'Opportunities for new vehicle accesses from Oxford Road, in a co-ordinated manner between sites PR6a and PR6b. Amend: Relocate Target 10 to proposed access points, i.e. in the vicinity of St Frideswide Farm access and north of Water Eaton Estate Access road.</p>	<p>The opportunity exists - land ownership is not an insurmountable constraint. It is not considered appropriate or necessary to amend the wording.</p>	<p>None</p>	
Savills (land promoter)	<p>4.2.5 - Bullet 1, Second Sentence (Page 24): Change 'districts' to 'district'.</p>	<p>Agreed</p>	<p>Page 24, first bullet - change "districts" to "district"</p>	<p>Text amended</p>
Savills (land promoter)	<p>4.2.5 - Bullet 3 (Page 24): The land promoter acknowledges the need to integrate its proposed development with adjoining development (including PR6b and the Croudace scheme), it is not considered appropriate for this text to make reference to 'an onwards link to Oxford North' as this is not for the PR6a developers to achieve.</p>	<p>Noted, but the development of the site has the potential to enable or disable these connections to be made. The text will be amended accordingly</p>	<p>Page 24, third bullet - amend to "Opportunity to integrate the site layout with adjacent development sites including PR6b, and to enable connections with movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line."</p>	<p>Text amended</p>
Savills (land promoter)	<p>Bullet 6: The land promoter requests clarification as to what is meant by this bullet. In particular, what are the parking and enforcement issues which are associated with this site location; and what opportunities exist to address such issues (e.g. Controlled Parking Zones)?</p>	<p>See other comments made in these consultation responses. Although noting that CPZs are outside of the scope of planning, as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Text amended</p>

Savills (land promoter)	4.2.5 - Bullet 7 (Page 24): a southbound bus lane provision already exists. Amend to state 'Opportunity to build on the public transport corridor by improving the southbound bus lane on Oxford Road'.	Agreed	Text to be amended accordingly.	Text of 4.2.5 amended
Savills (land promoter)	5.1 - First/Second/Third Paragraphs (Page 27): The land promoter requests that the requirement for Sites PR6a and PR6b to be planned comprehensively should be removed from the DB. The development of both sites will instead be guided by their respective Local Plan Partial Review policies and DBs. In terms of those elements of the PR6a development which are intended for use by the residents/occupiers of both the PR6a and PR6b sites, reference should also be made to the co-location centrally within PR6a of the local centre and primary school. In terms of the Oxford Road frontages shared with both PR6a and PR6b, one vehicular access should be located within the vicinity of the existing St Frideswide Farm access, with a second point of access, provided to the north of the Water Eaton Estate access.	We note the comments but for the two sites to be planned comprehensively is a key component of an acceptable development and of good urban design. It would water down the essence of the development brief and weaken the outcome, not least from a highways perspective; in short it would be inappropriate to remove this requirement	None	
Savills (land promoter)	6.1 Sustainable construction and energy efficiency (Page 29) Second Paragraph: In the second sentence reference is made to support being given to the use of recycled materials. At this early stage in the planning process it is uncertain as to how much recycled material could realistically be used. However, the landowner will promote the use of sustainably sourced materials (i.e. locally sourced, recycled where possible, holding Environmental Product Declarations and responsible sourcing certification, for example). The second sentence should be amended to state that 'The use of sustainably sourced materials in the construction of the development and consideration of the Circular Economy is supported'.	Noted and understood, but to amend the Brief in this way would be water down the objective. The text does say "supported" rather than "required"	None	
Savills (land promoter)	6.1 - Fourth Paragraph: To ensure that relevant guidance is complied with in relation to the provision of Electric Vehicle Charging, this sentence should be amended to state that "Electric vehicle charging is to be provided in accordance with the most recently adopted policy at the time of the planning application being determined".	This is the meaning of the text as currently drafted but there is no harm in it being amended - the additional words would give added emphasis.	6.1 to be amended accordingly	Text of 6.1 amended



<p>Savills (land promoter)</p>	<p>6.2 Healthy Place Shaping (Page 30)          Third Paragraph, Bullet 4: For clarity and consistency, references to 'pocket parks' should be changed to 'green spaces'.          Third Paragraph, Bullet 6: Clarification is required as to what is meant by 'the early provision of health promoting infrastructure' (i.e. does this mean green spaces and community facilities?          Third Paragraph, Bullet 9: It is unclear what is meant by 'avoiding reliance on lift access to upper floors? The proposals will need to comply with Building Regulations in relation to access requirements. This bullet should be removed.</p>	<p>Bullet 4 - agreed; Bullet 6 - those will form part of infrastructure that promotes health; Bullet 9 - it would not be appropriate to remove this bullet but the words 'avoiding reliance on lift access to upper floors' will be clarified.</p>	<p>6.2, 4th bullet - amend "pocket parks" to "green spaces"; 9th bullet - amend "avoiding reliance on lift access to upper floors." to "locating wheelchair accessible dwellings at ground floor level unless exceptional circumstances have been demonstrated."</p>	<p>Text of 6.2 amended</p>
<p>Savills (land promoter)</p>	<p>6.3 Character and layout (Page 31)          First Paragraph: Reference is made to a 'visible and distinctive frontage to Oxford Road'. However, as shown on Figure 12 (Development Framework) existing trees along the Oxford Road frontage are to be retained where possible. The Development Framework plan also requires new avenue planting along the Oxford Road. It, therefore, appears that there are different, competing elements stated in the draft DB. The land promoter requests that amendments are made to the DB in order to clarify what is required for the Oxford Road frontage. E.g. are there to be some gaps in the existing green frontage, where new planting will be provided, creating a setting (rather than hiding) new development – and new development will also be visible from the entrances to the site?</p>	<p>Visible and distinctive frontage' is not incompatible with retained trees / new planting, which, as suggested, will create a setting for the strong built frontage behind. That said, it may be that other parts of the Development Brief need to be amended for consistency and to recognise that not all existing trees and hedgerows will be kept along the Oxford Road frontage.</p>	<p>None</p>	
<p>Savills (land promoter)</p>	<p>Development Principles, Bullet 4: The location of the local centre has been raised with CDC as part of preapplication discussions. The location of the local centre should be in a central position within PR6a alongside Oxford Road so that it can serve the residents of PR6a and PR6b. The proposed location of the local centre is not intended to encourage passing vehicular traffic (i.e. to enter the PR6a site) but rather to 'accommodate' it.</p>	<p>Noted. It is generally agreed that the local centre should be adjacent to the school. A central location has benefits; however, for different reasons the evidence to date shows that the school would have to be in the northern location broadly where shown in the draft Development Brief. The Local Plan proposals map shows the local centre in the north-west corner of the site; this has been adjusted in the draft Brief and flexibility added as to its final location but it remains important for it to be sited adjacent to the school. We don't consider it appropriate or necessary to amend the text of the Brief in relation to encouraging passing trade.</p>	<p>None</p>	

Savills (land promoter)	Development Principles, Bullet 4: With regard to the reference that the primary school should be in the northern part of the site, please refer to the comments made in relation to Figure 1 (Development Framework). As previously stated, the land promoter considers that the school is most appropriately sited in a central location.	The location of the school is discussed elsewhere and for different reasons the evidence to date shows that it would have to be in the northern location broadly where shown in the draft Development Brief.		
Savills (land promoter)	Development Principles, Bullet 9: Re-phrase to state that green spaces etc should be overlooked by homes for passive surveillance.	Comment noted. The words "of those spaces" will be added to the text as drafted.	Page 31, 9th bullet, add "of those spaces" after surveillance at the end of the sentence.	Text of page 31 amended
Savills (land promoter)	Development Principles, Bullet 11: Repword to state that the affordable housing tenure mix will be agreed with CDC, in consultation with OCC, and make provision for tenures which take account of prevailing Local Plan policies and approved guidance (including in relation to First Homes).	It is important, given the affordable housing is to meet Oxford's unmet need, that the bullet point here specifies Oxford City Council policy rather than be more generic as suggested. It is also important to state that there is a preference for social rent tenure.	None	
Savills (land promoter)	Development Principles, Bullet 13: The Brief needs to be clearer on the issue of opening up some new views from Oxford Road into the site, and retaining existing planting (a requirement elsewhere in the DB), which will retain the restrictive views into the site from Oxford Road. This guidance also needs to balance the need for possible tree and vegetation removal to enable the new vehicular accesses into the site. As stated in relation to the First Paragraph of Section 6.3, the DB needs to be amended in order to provide clear and coordinated guidance which shapes the character and landscape of the Oxford Road corridor. The text guidance in this Bullet appears to be at odds with other guidance included in the draft DB.	There isn't the inconsistency suggested by Savills. The provision of the cycleway will likely require some selective removal of vegetation, and it is recognised the provision of new vehicular accesses will likely also require the same.	None	
Savills (land promoter)	Fig 15 - The Croudace scheme should be shown in outline on the plan (like the PR6b development blocks).	Noted - the appropriate figures should be updated to reflect this approved layout for the Croudace development	The appropriate figures will be updated to reflect this approved layout for the Croudace development	Changed - as above
Savills (land promoter)	Fig 15 - The area shown below is identified in Figure 1 (Development Framework) as 'residential'. Requests that a development perimeter block is identified in this location. (extract of Figure 15 shown)	This is shown as the location for the allotments. It is also an important long distance view to retain and an important space for the setting of the listed building to the east of the site.	None	

Savills (land promoter)	6.3.1 Oxford Road eastern frontage character area (Page 35) Development Principles, Bullet 1 indicates that properties fronting Oxford Road are to be visible from the road set back behind a tree corridor, with some trees 'thinned out' and ground vegetation removed. Whilst this text does clarify the DB's approach in relation to retention of trees, elsewhere in the DB there is a requirement to retain existing trees and hedgerows. While the Development Framework (Figure 1) indicates the desire to retain tree and vegetation on the frontage, it would be useful for CDC to acknowledge acceptance that delivering an active frontage, vehicular accesses, strategic cycling route, formal contemporary avenue of trees and local centre fronting on to Oxford Road will result in some loss to habitat on this frontage and significantly change its present character.	There isn't the inconsistency suggested by Savills. The first bullet at 6.3.1 also refers to thinning out / removal of some vegetation and refers to retention of the better quality trees. The text at 6.3.1 therefore reflects what is shown in Figure 1 which requires certain groups of trees to be retained "where possible"	None	
Savills (land promoter)	Development Principles, Bullet 2: the land promoter notes that appropriate building heights will be reviewed as part of its Landscape and Visual Impact Assessment (including landscape wireline work), which will be submitted with its outline planning application for the development of PR6a.	The Development Brief is clear as to what heights of buildings will be considered appropriate, though it is acknowledged that LVIA work may require shorter buildings in some areas of the site.	None	
Savills (land promoter)	Development Principles, Bullet 3: The desire for a continuous line of housing is inconsistent with the aim to maintain and open up views across the landscape.	We would disagree. If a frontage is not required to be continuous, lots of little gaps appear in development layouts. What is intended here is that other than for roads, footpaths or SuDS features leading from Oxford Road, the frontage will be continuous.	None	
Savills (land promoter)	Development Principles, Bullet 5: Clarification should be given that it is Pipal Cottage which is being referred to here.	Agreed	The text will be amended accordingly	Text of 6.3.1 amended
Savills (land promoter)	Development Principles, Bullet 6: This Bullet clarifies some of the previous points made in relation to the local centre.	Noted	None	
Savills (land promoter)	Development Principles, Bullet 9: Amend to read "Further pedestrian and cycle access points will be provided with the primary vehicular junction and in the vicinity of the Park & Ride junction at the northern end of the site"	It may be appropriate to add the words "or as close as possible to" before "the Park & Ride junction" but otherwise the bullet point will remain as drafted.	Page 35, 9th bullet - Add the words "or as close as possible to" before "the Park & Ride junction"	Text of page 35 amended

Savills (land promoter)	Development Principles, Bullet 10: Remove wording requiring a vehicle egress point onto the Park and Ride junction. The opportunities to achieve this are limited due to a number of constraints, including land ownership. In addition, please amend the final sentence to clarify that this restriction on direct vehicular access onto Oxford Road is only applicable to new dwellings.	The vehicular egress point onto the park and ride junction forms part of the strategy discussed in detail with the County Council and should remain. We agree in relation to the final sentence.	Page 35, 10th bullet - Add the words "Other than for Pipal Cottage" at the start of the last sentence.	Text of page 35 amended
Savills (land promoter)	Development Principles, Bullet 11: Comment on parking is too restrictive and not necessary in this location of the document. ChCh has been advised by OXCC that rear parking courts are to be avoided. ChCh requests confirmation that this approach has been agreed with OXCC. Amend text: Reduced levels of parking are to be provided, with parking for apartments and townhouses generally located to the rear of properties in small parking courts or rear garages, serving a maximum of 6 properties. Garages in the street elevation are not permitted. Access roads parallel to the Oxford Road providing frontage access and assisting with active frontages to the properties facing Oxford Road should also be considered. Parking can be sympathetically integrated into this type of layout and will assist in achieving an additional setting and set-back for noise purposes	We would disagree. This requirement applies to the Oxford Road eastern frontage character area. In this area of the site neither frontage parking or side-of-house parking will be acceptable. The words ", neither will frontage parking or side-of-house parking be permitted" to be added at the end of the bullet point.	Page 35, 11th bullet - Add the words ", neither will frontage parking or side-of-house parking be permitted" at the end of the bullet point.	Text of page 35 amended
Savills (land promoter)	Figure 17: This figure shows the wholesale removal of vegetation under trees and the cycle way aligned through the existing vegetation and under tree canopy. The orientation of the cycle way through the vegetation in this way does not allow much provision for the retention of the woodland habitat on the Oxford Road frontage. Amend: Change plan to plot the cycle route to avoid existing vegetation, where possible. Figure 17: The 8-10m shown in front of the local centre is an arrangement that could allow shared street vehicular access in addition to pedestrian and cycle access to these frontages and would seem to work well.	We would agree with regard to the location of the cycleways and have discussed this with the land promoter - the development brief will be amended in this regard. The northern location of the school makes use of the cycle and footways through the site in the same way that the central location would.	The figures on page 37 will be amended to show the cycleways further into the site away from the Oxford Road frontage.	Figure 17 section. Cycleway moved to within 8-10m area. Middle tree is put back to the east of Oxford Road that was removed. Tree was put back to the west of Oxford Road.
Savills (land promoter)	Figure 17: The land promoter is not certain that the local centre should 'front' onto Oxford Road. The land promoter envisages that the local centre potentially having visibility from the Oxford Road, but facing into the site to create an area that is suitable for sitting out and conversation between residents. This figure should be amended in relation to the way in which it shows local centre frontage and public realm/local centre spill out.	It is not considered that these should be mutually exclusive - it could do both	None	

Savills (land promoter)	Figure 17 is indicative only and as set out is in the title is 'subject to final design by OCC.' The exact alignment will be subject to the outcomes of the traffic modelling and access strategy.	Noted	None	
Savills (land promoter)	Figures 16 and 17: Add text setting out that: Cross sections including the provision of cycle lanes and footways are indicative only, subject to the design of the masterplan. Variations to the cross sections should be allowed, so long as they respond to delivering high quality walking and cycling infrastructure in line with LTN1/20 principles.	The text for Figure 17 notes that it is indicative. Whether variations will be allowed is a matter for the planning application.	None	
Savills (land promoter)	6.3.2 Valley View character area (Page 38) Development Principles, Bullet 4: This principle is unclear. From the western edge of this character area it will not be possible towards St Frideswide Farm and the countryside? Development Principles, Bullet 5: Delete "Parking to the front of properties is to be avoided" as it is not necessary to be specific in this regards.	We would disagree on both counts	None	
Savills (land promoter)	6.3.2 - Southern Area, Bullet 1 (Page 38): The land promoter considers it is appropriate to reflect the more linear grid of the Victorian street pattern in Oxford adjoining the southern part of this area (and linking with the Croudace scheme), with higher density terraces giving way to the more loose pattern of development described in the brief that responds to the proximity of the St Frideswide Farmhouse. Southern Area, Bullet 1 (Page 40): The land promoter requests further clarification as to what is meant by this bullet.	We note this comment and the text may be amended accordingly	Page 38, 1st bullet under Southern area, text to be amended to reflect Savills' submission	Text of 6.3.2 amended to read "The grain of the development is expected to be looser in the area adjacent to St Frideswide Farmhouse with a greater proportion of larger plots and houses, within an efficient overall layout. Appropriate housing typologies include semi-detached, short runs of terrace and occasional detached properties. Further south, higher density terraces will be appropriate reflecting the more linear grid of the Victorian street pattern in Oxford to the south of this area and the adjacent Oxford City site proposals."
Savills (land promoter)	6.3.2 - Northern Area, Bullet 2 (Page 38): Amend: Reference to an existing woodland corridor should be deleted as this is not present in this location. Also, based on baseline noise assessment work undertaken on behalf of the landowner, it is also noted that noise constraints are not present in relation to the frontage near the P&R. Northern Area, Bullet 3 (Page 38): This bullet refers to 'semi'-continuous, whereas Bullet 2 states 'near'-continuous. Amend to address the inconsistency.	It may be outside the site, but there does appear to be a woodland corridor in the location referred to. The "semi-" will be amended to "near-" in the interests of consistency.	6.3.2, 3rd bullet - "semi-" to be amended to "near-"	Text amended

Savills (land promoter)	<p>6.4.1 General Principles (Page 41) Third Paragraph: Change Cherwell Residential Design Guide to Oxfordshire County Council Street Design Guide.</p>	<p>The Cherwell Residential Design Guide should take primacy. The Oxfordshire Street Design Guide isn't referenced in the Development Briefs for PR7b and PR9, so the effect of agreeing the change will be that parking has to be in line with the Oxfordshire Street Design Guide in the case of PR6a but not in the case of PR7b or PR9. And, whether or not is mentioned in the Development Briefs, the Oxfordshire Street Design Guide is/will be a material consideration in the assessment of proposals at PR7b and PR9 despite it not being mentioned in the Development Briefs for those sites, just as it will for proposals at PR7a.</p>	None	
Savills (land promoter)	<p>6.4.2 Vehicle Access (Page 41) Development Principles, Bullet 2: As identified above It is not necessary to define the junction type. Amend to read: A secondary access point is to be located in the northern part of the site. This is to take the form of a priority new left-in, left-out junction onto Oxford Road with pedestrian, cycle and bus priority across the frontage. The location of the junction is to be agreed with OXCC, with an indicative location shown on figure 18. It is not essential for this junction to be directly aligned with the secondary access to PR6b.</p>	<p>We would disagree with regard to the main junction. The proposed edits are not considered necessary.</p>	None	
Savills (land promoter)	<p>6.4.2 - Development Principles, Bullet 3: It is not necessary to define the junction as left out only. Amend to read: A third junction could be provided at the northern end of the site onto the Park &amp; Ride access road arm. This is to be a left-out only design which will allow vehicles to then turn right at the signals. This is to be unsignalized and must allow for bus and ped/cycle priority across the junction. Development Principles, Bullet 3 (Page 42): Amend second sentence to read: "This access is to be rerouted, potentially via the proposed northern access junction, or existing field gate in vicinity to Park and Ride, with details to be agreed with OCC". Add: Agricultural access required to serve land and properties to the east of the allocation will be designed into the proposed masterplan, following agreement with OXCC.</p>	<p>We would disagree and consider the text as drafted to be appropriate</p>	None	
Savills (land promoter)	<p>6.4.4 Street hierarchy and typologies (Page 43) Development Principles, Bullet 1: Reference should be made to the Oxfordshire County Council Street Design Guide rather than the Cherwell Residential Design Guide.</p>	<p>As per above, we would disagree. The Cherwell Residential Design Guide takes primacy.</p>	None	

Savills (land promoter)	Development Principles, Bullet 3: Comment on parking is too restrictive and not necessary in this location of the document --Amend: Parking is to be provided on street, to the side or rear of properties. <del>Front drive parking is not permitted.</del>	The development brief should not be watered down in this way. It is appropriate and necessary to preclude all front drive parking.	None	
Savills (land promoter)	Development Principles, Bullet 4: Amend Road width to allow for bus provision The street should have a carriageway of between 4.8 – 6.5 m varying to accommodate coaches associated with the school, street trees, opportunities for on-street parking and pinch points for speed control (which should also be reflected in the building line).	Agreed; text to be amended accordingly; Savills will recognise that in the central part of the site - particularly if they proceed with a central location for the school - a carriageway at the thinnest end of that range will be required	Page 43, 4th bullet under Development principles - amend 5.5m to 6.5m; 7th bullet - amend 'designend' to "designed"	Text of P43 changed and figure 18 label changed to -6.5m
Savills (land promoter)	Development Principles, Bullet 7: The last part of the sentence relating to "which are designed to accommodate large farm vehicles" should be deleted as it is not intended for farm vehicles to use the primary street.	Noted - text to be amended accordingly	See left	Whole sentence deleted, as width of street increased to 6.5m.
Savills (land promoter)	Figure 18: B-B – typical primary street cross section (Page 43) Amend Carriageway width – this should be from 4.8m to 6.5m to allow for future bus access / bus access to the primary school. Add text setting out that: Cross sections including the provision of cycle lanes and footways are indicative only, subject to the design of the masterplan. Variations to the cross sections should be allowed, so long as they respond to delivering high quality walking and cycling infrastructure in line with LTN1/20 principles.	Agreed, with some modifications to what is proposed, recognising the constraints that may exist in parts of the site	Page 43, Figure 18 - Add text on page 43 to state: "Cross sections including the provision of cycle lanes and footways are indicative only and subject to detailed modelling. Variations to the cross sections may be permissible where they respond to delivering high quality walking and cycling infrastructure in line with LTN1/20 principles, or where site constraints may dictate, for example in the central part of the site.	Text added to 6.4.4 intro. Figure 18 label amended.

Savills (land promoter)	<p>Amend figure 19 in line with comments below:</p> <ol style="list-style-type: none"> <li>1. The number, location and type of crossing points shown is too prescriptive and does not allow for flexibility in the design of the corridor as a whole. Defining these now could prejudice a better overall design solution.</li> <li>2. Primary Street: This could be extended further south.</li> <li>3. Pedestrian and cycle crossing point adjacent to P&amp;R access to be amended to be 'potential Pedestrian and cycle crossing point*' (subject to detail design and modelling).</li> <li>4. Pedestrian and cycle crossing point opposite secondary access to be relocated to be closer to east west PRow routes. * (subject to detail design and modelling).</li> <li>5. Secondary access: Type of junction should not be identified as 'left in left out' can be left with the ** stating 'Type of junction subject to Traffic Modelling'.</li> <li>6. Vehicular egress point only - not necessary to dictate that the access should be left out only – May be necessary for agricultural access. Amend to state 'Ancillary access point**.'</li> <li>7. Proposed Bus Stops: Add location subject to detail design.</li> </ol>	(1), (3), (5) and (6) - We disagree. (2) We have reviewed this but do not consider it necessary. It will be for the applicant to justify a greater width here. (4) Noted.	None	
Savills (land promoter)	<p>6.4.4 Street hierarchy and typologies (Page 45) References should be made to the Oxfordshire County Council Street Design Guide rather than the Cherwell Residential Design Guide. Development Principles, Bullet 2 (Page 45): The first sentence should be amended to reflect the fact that the secondary streets will be low speed / flow environments, as a result they don't need separate cycleways.</p>	<p>In respect of the Design Guides, see earlier comments. In respect of secondary streets we would agree and will add text for emphasis.</p>	<p>Page 45 - add text after "urban blocks" - ". Secondary streets will be low speed / flow environments and will not require separate cycleways."</p>	Text added to page 45
Savills (land promoter)	<p>6.4.5 - Development Principles, Bullet 1: Amend second sentence by replacing the reference to 'Detailed designs' with 'Preliminary designs' to take account of the fact that the design does not need to be detailed at the preapp stage.</p>	<p>We would disagree with the proposed change but consider the text may be amended to provide flexibility.</p>	<p>6.4.5, 1st bullet - Amend from "through the pre-application process..." to "with OCC and CDC's Development Management Teams prior to the submission of a planning application".</p>	Tex of 6.4.5 amended



Savills (land promoter)	<p>6.4.5 - North-South Green Link: Add additional paragraph in respect to North South Link, as facilities within the emerging masterplan are likely to reduce the reliance on a cycle route designed to adoptable standards through the green corridor. This new paragraph could read as follows: "Should an additional North-South link be provided between Cutteslowe Park and Oxford Parkway Railway Station/Park &amp; Ride and link with the wider public rights of way network running east-west, the status of the North-South link could be downgraded, so as not to have to be designed to OCC's adoptable standards. Notwithstanding this the green link should be designed to accommodate leisure cyclists, wheelchair users or pedestrians".</p>	<p>This evidence is not available to CDC; and the North-South cycle way is a key element of infrastructure to the PR6a development. It would not be appropriate to effectively remove the North-South cycle way from the development.</p>	None	
Savills (land promoter)	<p>6.4.5 - East West Links, Bullet 1: Add 'Subject to ecology studies' to the start of the first sentence.          East-West Links, Bullet 2: For clarification, this point should mention that the second east-west PRoW runs to Frideswide Farm.          East-West Links, Bullet 3: Amend: Suggest this bullet is amended to read "new publicly accessible routes are to be provided across the parkland to connect with existing public rights of way and into Cutteslowe Park". In addition, the reference to bridleway provision should not be included in the Brief in relation to East-West Links.          The introduction of horses into the parkland and Cutteslowe Park is unlikely to be compatible with or acceptable to users.</p>	<p>Bullet 1 - this seems a sensible addition. Bullet 2 - the respondent appears to be referring to a different route to that which the Brief refers. Bullet 3 - the point is noted and the text will be amended as necessary.</p>	<p>6.4.5 east-west links, 1st bullet - Add "Subject to ecology studies," prior to the existing text. 3rd bullet - Amend text to "New public walking routes are to be provided across the parkland to connect with existing footpaths and into Cutteslowe Park."</p>	Text of 6.4.5 amended
Savills (land promoter)	<p>East West Links, Bullet 5: The text is too prescriptive in terms of the number of direct formal crossing points. Furthermore a crossing to the north is not a requirement of PR6a, as the P&amp;R and Station is on the same side as the site. Three formal controlled crossings is likely to create additional delay for public transport and cyclists and potentially be at odds with OCC aspirations for the Oxford Road corridor.</p>	<p>Having worked up these proposals with OCC (who share the respondent's aims not to create delay for public transport and cyclists), CDC does not believe this text is too prescriptive.</p>	None	

Savills (land promoter)	<p>6.4.6 Parking (Page 47)  First Paragraph: The land promoter is developing a bespoke parking standard, designed to address parking demand now and in the future, with the aim of reducing car dependence across the site. It is however not appropriate to apply Oxford City parking standards across the whole of the site.  Amend First Paragraph: "Car parking provision and design will be in line with the OXCC's emerging guidance, whilst having regard to Oxford City parking standards, the Cherwell Residential Design Guide SPD, OXCC's Street Design Guide, as well as the good practice recommendations in Manual for Streets. Adequate parking for visitors and car clubs should be designed into the site layout".</p>	<p>We note the comments and would be interested to read more of the bespoke parking standard referred to. However, it is not considered appropriate to refer to guidance or standards which have not yet been adopted.</p>	None	
Savills (land promoter)	<p>6.4.7 Emergency access and refuse collection (Page 48)  Reference should be made to the Oxfordshire County Council Street Design Guide  List of Documents (Page 48): Delete reference to Policy ESD16 (Oxford Canal) because this is not directly relevant to the proposed development of Site PR6a. Add reference to the Oxfordshire County Council Street Design Guide.</p>	<p>We note the comment regarding reference to the OCC Street Design Guide; however, the list of documents is comprised of Development Plan documents and the Cherwell Residential Design Guide. We agree in relation to Policy ESD16.</p>	Page 48, list of documents, delete "Policy ESD16: The Oxford Canal"	Page 48 amended
Savills (land promoter)	<p>6.5 Green infrastructure (Page 49)  First Paragraph, Bullets 2 and 3: Clarify that the areas specified overlap.  Development Principles, Bullet 2: Hairstreak is one word.  Development Principles, Bullet 3: The landowner notes the requirement for hedgerow planting along to the east of the residential area (i.e. along the Green Belt boundary). Whilst the key here will be to define a new defensible boundary to the Green Belt, and a new hedgerow may be effective, the landscape strategy should allow flexibility for the edge to be defined by new POS and additional tree planting where appropriate.</p>	<p>As per above, Policy PR6a lists them separately and so it is appropriate to list them separately here.  Development Principles, bullet 2 - noted. Bullet 3 - noted; we would disagree with the suggested flexibility but agree that adding reference to trees is appropriate.</p>	Page 49, Development Principles, 2nd bullet - change Hair Streak to "Hairstreak". 3rd bullet - add after "hedgerow line" the words "which may include tree planting"	Text of 6.5 amended
Savills (land promoter)	<p>6.5 - Development Principles, Bullet 5: The requirement for a woodland landscape buffer to be created between the parkland and the adjacent retained agricultural land, like the requirement for hedgerow planting along the Green Belt boundary above, is rather prescriptive and the principles should allow for greater flexibility of landscape planting in this area.</p>	<p>While we note these comments, we consider the level of detail in the Development Brief strikes an appropriate balance, and has been arrived at after careful consideration regarding the relationship of the development with retained Green Belt land.</p>	None	

Savills (land promoter)	<p>Development Principles (Page 52, Bullet 1): Typo, Anglo Saxon.</p> <p>Development Principles (Page 52, Bullet 3): Allotment provision should be dispersed across the site to maximise accessibility for all residents.</p> <p>Development Principles (Page 52, Bullet 5): It may not be appropriate to remove all vegetation in order to deliver visibility into the site as this could compromise the delivery of biodiversity net gain.</p> <p>Development Principles (Page 53, Bullet 1): Reference is made to 'where additional funding is made available'. It would be helpful to know where this source of funding could come from.</p>	Typo noted - text to be amended. 5th bullet - noted - text to be clarified.	Page 52, first bullet - amend Anglo Sa to read "Anglo Saxon"; 5th bullet - after the word removed add "(subject to the requirement for biodiversity net gain)"	Tex of p52 amended
Savills (land promoter)	<p>Fig 21. The Croudace scheme should be shown in outline on the plan (like the PR6b development blocks).</p> <p>The area shown below is identified in Figure 1 (Development Framework) as 'residential'. Please refer to comments made in relation to this Figure, in particular the request that a development perimeter block is identified in this location.</p> <p>This figure does not include a green corridor that would accommodate the diversion of the existing overland surface water flow route displaced by the school.</p>	Noted - the appropriate figures should be updated to reflect this approved layout for the Croudace development. In relation to the allotments, see earlier comments. The green corridor is shown so it is unclear as to what this comment relates.	The appropriate figures will be updated to reflect this approved layout for the Croudace development	Croudace layout added to plans
Savills (land promoter)	<p>6.5.2 Blue infrastructure (Page 55)</p> <p>Development Principles, Bullet 2: Drainage attenuation features are shown on Figure 21 not 19.</p> <p>Typo, the words 'area and' are missing from bullet point which should read "...the residential developable area and outside.. " (replace 'outside' with these words).</p>	Noted	Page 55, 2nd bullet - change 'figure 19' to "figures 15 and 21". "Oxfordshire County Council Drainage Team" to be amended to "lead local flood authority". Page 56, 2nd bullet - change "outside and outside" to "area and outside"	Text of 55 as per OCC comment below and 56 amended
Savills (land promoter)	<p>6.5.3 Green Belt (Page 56)</p> <p>Second Paragraph: Clarification is required as to what is meant in terms of enhancements to the setting of St Frideswide Farmhouse?</p>	It is considered that the words after 'open space' are not necessary and can be removed	Page 56, 2nd para under Green Belt - remove the words "including enhancements to the setting of St Frideswide Farmhouse".	Text deleted from 6.5.2

Savills (land promoter)	<p>6.6 Community infrastructure (Page 57)          Second/Third Paragraphs: As stated in the land promoter's response to Figure 1: Development Framework (Page 2), the location of the proposed Primary School should be changed to a more central location. The proposed location for the school in the draft DB is poorly related in relation to the majority of the residential properties at PR6a and remote in relation to the future residents of PR6b. In terms of the issues which would be associated with the siting of the proposed school in this location, the land promoter notes that it sits over an existing surface water overland flow route that could be used for sustainable drainage and habitat creation if the school was elsewhere; and it affects a high quality tree that would need to be removed. Please refer to a separate note which has been produced on behalf of the landowner which supports and provide the rationale for the siting of the proposed primary school in a central location within PR6a.</p>	<p>The Local Plan proposals map shows the local centre in the northern part of the site. There is much sense in the local centre and the primary school being adjacent to each other, and that is reflected in the Development Brief. As explained elsewhere, based on current evidence the central part of the site is not able to accommodate the school without conflicting with Green Belt policy or harming archaeology and so it needs to be located elsewhere - the only other position which works for the school's requirements is that which is shown in the Brief, and which happens to be in the vicinity of where the Local Plan proposals map shows the local centre. The location shown is indicative and the Council's intention is that the school site layout will be refined to allow for the retention and use of the surface water overland flow route.</p>	None	
Savills (land promoter)	<p>6.6 - Design Principles, Bullet 3, Sub-Bullet 5: Based on discussions held between the land promoter and the Clinical Commissioning Group (CCG) it is understood that the provision of healthcare facilities on site is not required. Design Principles, Bullet 5: Reference to how the local centre is accessed by vehicles is a detailed matter which should not form part of the DB.</p>	<p>We note the comment in relation to bullet 3, sub-bullet 5. CDC will need to discuss with the CCG as to the context and specifics. Appendix 4 of the LPPR Plan requires the provision of health care facilities at PR6a.</p>	None	
Savills (land promoter)	<p>6.6 - Primary School (Page 58): Please refer to the land promoter's comments in relation to Figure 1 and in Savills supporting note (See Appendix 1)          Primary School (Page 58, Bullet 3): A 50db LAeq limit at the school site boundary would be achieved if the school is provided in the central location.          List of Documents (Page 58): An accurate list of OXCC document references with dates / sources etc should be provided.</p>	<p>Primary school location - discussed elsewhere. Bullet 3 - noted, but noise isn't a constraint for either of the two locations.</p>	None	
Savills (land promoter)	<p>6.7 Heritage and archaeology (Page 59)          First Paragraph: The requirement for Listed Building Consent should be removed. This paragraph relates to the barns at St Frideswide Farm. All of these buildings are located outside the PR6a site and will not form part of the proposals, so no LBC is required.</p>	<p>Noted. The Development Brief text here is relevant to the curtilage listed wall located at / on the site's boundary.</p>	None	

Savills (land promoter)	6.7 - Development Principles, Bullet 1: The land promoter questions the reference to the open aspect to the farmhouse setting. The Green Infrastructure corridor will be undeveloped, but will have the addition of landscape planting for ecological and landscape mitigation and enhancements. The CDC Conservation Officer has also specifically requested increased planting around the farmhouse to increase screening.	Noted	None	
Savills (land promoter)	6.7 - Development Principles, Bullet 5: The requirement is not normal for an outline planning application. It has been agreed that archaeology beyond the barrows can be mitigated by excavation, the scope of which can be agreed in further detail with the OXCC Archaeologist, but this is not normally agreed until post-consent.	Disagreed. If the work is required prior to the determination of the application it could not be left to a Reserved Matters application. Such work is required either prior to the determination of the application or pursuant to the requirements of (a) condition(s) of an outline permission. Bullet 5 remains correct as drafted unless the County Council archaeology team advises otherwise.	None	
Savills (land promoter)	6.7 - List of Documents (Page 59): Under the Local Plan there is reference to 'saved policy', we question if these words should be included here. The reference to Policy C21 of the Local Plan 1996 should be removed from the list because the allocation site does not include any listed buildings or listed buildings which will be re-used as part of the proposed development at PR6a.	The inclusion of the words 'Saved policies' is correct, but Saved Policy C21 is not necessary to include here.	Page 59, list of policies - C21 to be removed.	Page 59 list amended
Savills (land promoter)	6.8 Utilities and infrastructure Development Principles, Bullet 3: References to addressing any potential noise pollution have already been addressed in Sections 6.3.1 and 6.3.2. The requirements in Section 6.8 therefore duplicate what has previously been said and should be deleted from here.	Agreed	Page 60, 3rd bullet to be removed	P60 30 bullet deleted
Savills (land promoter)	7.1 Information to accompany planning applications (Page 61) Second Paragraph: This text should be revised to confirm that pre-application discussions are being held with CDC, OXCC, OCC and other stakeholders. This process commenced in March 2021.	Noted and welcomed, but not considered necessary to amend the text as it relates to the site rather than specific proposals or proposers	None	

Savills (land promoter)	7.1 - Delivery and Phasing Plan: The provision of this Plan is better suited to the discharge of a planning condition attached to the grant of outline planning permission. Public right of way statement: The land promoter notes that all public rights of way will be retained and none diverted. As a result, it is not considered necessary to prepare and submit a PRoW Statement with the planning application for PR6a.	Noted. In relation to Delivery and Phasing this is a requirement of Policy PR6a and it will be for applicants to explain why may be deferred to a condition of any planning permission. In relation to PRoW, the statement would reflect this and be able to concentrate on how the PRoWs will be incorporated into the development	None	
Savills (land promoter)	7.1 - Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity: The land promoter notes that there is a requirement for an assessment of 'Water Infrastructure Capacity'. The land promoter's interpretation of this is that it relates to Thames Water's clean water supply which will be covered in the land promoter's Services and Utilities report which will be submitted with the application.	The Water Infrastructure Capacity assessment should form part of / inform the FRA and the Drainage Assessment	None	
Savills (land promoter)	Employment, Skills and Training Plan: The land promoter has requested clarification from CDC as part of its pre-app consultation as to whether the provision of this required with the submission of its planning application or whether it can be the subject of a planning condition.	Noted	None	
Savills (land promoter)	Third Paragraph: The land promoter has received a Scoping Opinion from CDC, dated 9th June 2021 (CDC Ref. 21/01635/SCOP). As a result of the Scoping Opinion, the land promoter is undertaking an Environmental Impact Assessment which takes into consideration the matters which CDC considers should be 'scoped in' This paragraph should therefore be amended to reflect this.	Noted	Page 61 - the text will be amended accordingly	7.1 text amended. "A Scoping Opinion was issued by CDC in July 2021 in relation to the requirement for Environmental Impact Assessment (CDC Ref.21/01635/SCOP). As a result, an Environmental Impact Assessment is to be prepared which takes into consideration the matters which have been 'scoped in' . "
Savills (land promoter)	Fourth Paragraph: The land promoter notes the requirements stated in this paragraph for detailed and reserved matters applications. In relation to a Services and Utilities Plan, the land promoter considers that this requirement is rare for such applications and should instead be removed from this list and be a requirement instead for a planning condition. This would allow time for service providers to input more meaningfully, especially if the onsite plots design are emerging and not part of detailed or reserved matters applications.	On-site plot design will need to form part of a detailed planning application or reserved matters application. In relation to the Services and Utilities Plan, it will be for applicants to explain why may be deferred to a condition of any planning permission.	None	
Savills (land promoter)	7.2 Securing comprehensive development (Page 61) Fourth Paragraph (Page 62): The provision of this Plan is better suited to the discharge of a planning condition attached to the grant of outline planning permission.	As per above	None	

Savills (land promoter)	Appendix A - Cherwell Local Plan 2011-2031 (Part 1) Partial Review, the "LPPR": Delete reference to Policy PR12b (Sites Not Allocated in the Partial Review), this is not relevant to the delivery of PR6a.	Agreed	Page 63 - Reference to PR12b to be deleted	Appendix A amended
Savills (land promoter)	Adopted Cherwell Local Plan 1996: Delete reference to Policies TR11 (Oxford Canal), TR22 (Roads), C14 (Trees and Landscaping), C21 (Re-Use of Listed Buildings), C23 (Conservation Areas) and ENV10 (Hazardous Installations) as these are not relevant to the development and delivery of PR6a.	TR11 and TR22 - agreed. In respect of the other named policies it is considered important to retain these in the interests of consistency with other Development Briefs	Page 64 - Reference to Policies TR11 and TR22 to be deleted, as well as C29.	Appendix A amended
OCC	Although from a strategic point of view it would be better if the two sites on either side of Oxford Road, PR6a and PR6b, were developed together, it is acknowledged that the developers appear to have different timeframes for these. However, we expect the developers to work together to minimise disruption, particularly disruption to the road network, and seek that the development briefs provide for a comprehensive development of both sites.	Agreed	None	
OCC	There is another development site immediately adjoining PR6a, separated only by the District boundary with Oxford City. That site, known as the St Frideswide Farm allocation SP24, now has planning consent pursuant to 21/01449/FUL for a development of some 134 homes. To be up to date, mention of this adjoining consent should be included in this development brief and it should be shown on figures. Given the status of that, this development brief has to be written to ensure that the PR6a development complements that consented development.	Agreed - the appropriate figures should be updated to reflect this approved layout for the Croudace development	The appropriate figures will be updated to reflect this approved layout for the Croudace development	As above.
OCC	There is also a point to note in that the development brief for PR6a covers the entire allocation, but the developers, as per the information available on their website, are intending to exclude from their application site the existing Pipal Cottage house site, which has its own road access, therefore leaving that in situ. The relationship of that existing development and the proximity to the road boundary of Pipal Cottage's boundary wall, are issues that are not addressed in the development brief, and it may be that the development brief should be amended.	We agree on the substantive issue, but Section 6.3.1 (6th bullet) covers this matter and it is not considered necessary to add further text in this regard.	None	

<p>OCC</p>	<p>The development brief should clearly set out how enhancement and beneficial use of the Green Belt land within the allocation will be achieved or conditioned upon an application for development. In addition, if any land outside of the allocation is included in an application, that land would be Green Belt, therefore it would be appropriate to indicate in the development brief how that land should be used. We suggest a new initial paragraph at the start of 6.5 which is headed 'Green infrastructure' as follows:  <b>'Some 16 hectares of the land allocated and contained in this development brief is retained as Green Belt. Figure 9 shows the location of the Green Belt land. All the Green Belt land within the allocation will be used for Green Belt purposes, some of it for agriculture and the remainder as new green space and parkland. All of the land to the east of the allocated site is Green Belt and if any of that is included in the development site, it will need to be identified for Green Belt purposes.'</b></p>	<p>We have had regard to the positive use of the Green Belt in putting these allocations/policies together, and have identified in each case provision for open space and biodiversity etc.</p>	<p>Other than in relation to land outside of the allocated boundary, which is outside the remit of the development brief, amend the text of Section 6.5.</p>	<p>New initial paragraph added to 6.5 'Some 16 hectares of the land allocated and contained in this development brief is retained as Green Belt. Figure 9 shows the location of the Green Belt land. All the Green Belt land within the allocation will be used for Green Belt purposes, some of it for agriculture and the remainder as new green space and parkland.'</p>
<p>OCC</p>	<p>The development brief should be amended to make it clear that provision for specialist housing is expected on this site. The County Council has a particular interest in affordable extra care housing, and it may be that the extra care dwellings on this site could be part of the affordable housing provided on this site.          We suggest adding a new paragraph on under 5.1 on page 25 following the paragraph which details the requirements of Policy PR6a as follows:  <b>'A minimum of 45 self-contained extra care dwellings are required as part of the overall mix of the 690 homes in accordance with Policy BSC 4 of the Cherwell Local Plan Part 1. Whether extra care dwellings are part of the affordable housing requirement on the site will be determined through the planning application process.'</b></p>	<p>This is correct but not imperative for the development brief to state this under 5.1. It may be appropriate for para 7.1 to be amended, but is also important for there to be consistency across the briefs. The Local Plan policy requirement stands irrespective of whether it is reiterated in the development brief.</p>	<p>None</p>	<p>n/a</p>
<p>OCC</p>	<p>Safeguarded Aggregate Rail Depot          Approximately 230m north of the allocation site there is a safeguarded aggregate rail depot under Policy M9 of the Minerals and Waste Core Strategy. This is operated by Hanson. We appreciate that this is shown in Figure 9. It is also referenced in 3.2.5 of the development brief, and although it is good that it is mentioned, <b>it should also be referenced in 4.1 under 'site constraints' and shown on Figure 10.</b> Awareness of this constraint is necessary when designing development nearby.</p>	<p>Noted</p>	<p>Add reference to aggregate rail depot to figure 10 and section 4.1.</p>	<p>Aggregate rail depot added to figure 10. New bullet added to 4.1 "The proximity of the site to the safeguarded aggregate rail depot to the north east of Oxford Parkway Station should be considered."</p>



OCC	<p>Digital Infrastructure</p> <p>We suggest adding a new paragraph under 6.8 on page 60 to address the importance of digital infrastructure and need for full fibre installation at the build phase.</p> <p>'Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing. Consideration should be given to the fact that any new homes or commercial premises planned to be built have 21st century digital infrastructure installed at the build phase. Developers should be required to engage with a telecommunications network provider to provide a full fibre connection to each residential/business premise. This will help mitigate environmental impacts of any proposed development as people will be better able to work from home, reducing unnecessary journeys. Moreover, digital infrastructure provides the backbone for building a low carbon economy.'</p>	<p>This is more akin to policy than to the scope of the development brief. In addition, it is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	None	n/a
OCC	<p>The County Council has a range of existing documents which should be referred to such as our cycling and walking design standards and active healthy travel strategy and our November 2021 street design guide. We appreciate that reference has been included to the March 2021 Oxfordshire Electric Vehicle Infrastructure Strategy in section 6.1. Forthcoming documents should also be referenced, such as the Local Transport and Connectivity Plan.</p>	<p>It is not appropriate to refer to documents as yet unadopted. It is important that there is consistency across the development briefs; the changes made to PR7b and PR9 briefs have been made to this development brief but in the interests of consistency further changes would not be made</p>	None	n/a
OCC	<p>The Kidlington Local Cycling and Walking Infrastructure Plan, which was approved in January 2022 following consultation which closed in November 20214, should be referred to in the development brief, along with the Oxford Local Cycling and Walking Infrastructure Plan, approved in March 20205. We seek amendment to the second bullet point under 4.2.5 as follows:</p> <p>'Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwads link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans.'</p>	<p>Happy to amend the bullet point as suggested</p>	<p>4.2.5, amend the 2nd bullet point to read: "Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwads link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans."</p>	<p>4.2.5 5th bullet (to which this relates) amended in light of this comment and Savills comment above. Now reads "Opportunity to integrate the site layout with adjacent development sites including PR6b, and to enable connections with movement links outside the site including an onwads link to the Oxford North site via high quality crossing of Oxford Road and the rail line and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans"</p>
OCC	<p>Bus Routes</p> <p>There are good existing bus services along the A4165 outside the site, and an existing southbound bus lane. Figure 19 shows a possible location of an additional bus stop near the centre of the site, which we support, subject to detailed assessment.</p>	<p>Noted</p>	None	

<p>OCC</p>	<p>Car &amp; cycle parking - We seek that the text in 6.4.6 be amended as follows:          'Car parking provision and design will be in line with the Oxford City parking standards <del>low-car principles and therefore limited. having -</del>  <del>Regard should be had</del> to the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets.          Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, <del>which could</del> include provision of hire vehicles <del>such as e-scooters and e-bicycles, micro transport, automated vehicle idling points</del> potential AV, <del>cargo bike storage</del> and an electric car club, <del>together with features such as locker and storage space enabling delivery consolidation,</del> delivered in association with <del>reduced limited</del> car parking requirements across the site. Cycle parking <del>will need to be provided generously to encourage and facilitate cycle use. provision is to be in line with OCC's adopted cycle parking standards.</del></p>	<p>Noted; happy to amend the middle of the three paragraphs (other than the words 'which could' as this reduces the strength of the requirement or objective, and the change re car parking requirements, where effectively the proposed change uses a different word to say the same thing)</p>	<p>6.4.6, 2nd paragraph - Amend to read:          "Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, including provision of hire vehicles such as e-scooters and e-bicycles, automated vehicle idling points, potential AV, cargo bike storage and an electric car club, together with features such as locker and storage space enabling delivery consolidation, delivered in association with reduced car parking requirements across the site."</p>	<p>Text if 6.4.6 amended</p>
<p>OCC</p>	<p><del>At the time of producing this development brief, Oxfordshire County Council's standards for car parking and cycle parking are being reviewed. It is expected that the car parking requirements will be lower in this area than currently, and the cycle parking requirements higher. These revised standards are likely to be available when an application on this site is determined, and therefore will need to be followed. To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site.'</del></p>	<p>Noted; the CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Changed - as above</p>
<p>OCC</p>	<p>The brief should refer to the newly adopted Oxfordshire Street Design Guide. The document provides guidance relating to parking, including rear parking courts which OCC discourages. We seek the following amendment to 6.3.1:          'Reduced levels of parking are to be provided, with parking for apartments and townhouses <del>located to the rear of properties in small parking courts or rear garages serving a maximum of 6 properties to be in line with the Oxfordshire Street Design Guide.'</del>          We also seek amendment to 6.3.2:          'Parking will be provided on street (<del>unallocated</del>) and on-plot to the side of semi-detached and end of terrace, or accessed from the rear <del>and will be in line with the Oxfordshire Street Design Guide. Parking to the front of properties is to be avoided.'</del></p>	<p>It is important that the Cherwell Residential Design Guide takes primacy, and that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	<p>None</p>	<p>n/a</p>

OCC	<p>School Location - From a travel planning perspective, a central location for a school is preferable to the location shown in the draft development brief at the north of the site. A central location will reduce walking and cycling distances for residents of adjoining sites which will in turn make walking and cycling more attractive and reduce the potential for congestion and other disbenefits from people choosing to drop off and pick up children by car. We seek further discussion on this point.</p>	<p>We agree with the principles set out here. If the central part of the site had been less constrained and/or if there was greater flexibility on the layout of the school site then the central location could be achieved</p>	None	
OCC	<p>Vehicle Access Points                  We support the indications of road access points as shown on Figures 13 and 19 and described in 6.4.2. These show a single main signalised access point which is a junction serving both PR6a and PR6b. An additional access point onto the A4165 is shown, being left-in and left-out. A further left-out exit is provided for onto the signalised Park &amp; Ride road. These are all clearly asterisked as being 'subject to highway testing'.                  The design of access points is a key issue that will require detailed consideration. Figure 17 which provides an indicative cross-section might be misleading given that the access points on the A4165 will likely require some additional road width. However, it is noted that the figure is referred to as being indicative only.</p>	Agreed	None	
OCC	<p>Size of Primary School Site                  It is a policy requirement for a primary school to be provided on this site. Throughout the document, reference is made to the school site being 2.2 hectares. The County Council's minimum requirement is for 2.22 hectares, provided that other requirements regarding shape are met, and a larger site will be needed if there is an irregular shape. Therefore please change all references to 2.2ha to 'a minimum of 2.22ha'.</p>	<p>We very much note this comment and would normally be happy to make such a change; however, Policy PR6a gives an area of 2.2 hectares and the Development Brief cannot amend policy</p>	None	

<p>OCC</p>	<p><b>Location of Primary School Site</b>          At this point in time, the County Council does not know whether the site shown in the development brief is the best site available to meet all the County standards. We appreciate that Figures 1 and 15 clearly asterisk that the 'School Site location subject to further detailed assessment' and there is reference in 6.3.2 which reads: 'The shape and location of the proposed school site is indicative and will be subject to further detailed assessment as part of the outline application process'. It is noted that the draft development brief is somewhat inconsistent in its references to the primary school location, which no doubt reflects the amendments which have been made through drafting since the allocation policy indicated a different location for the school, and it remains a possibility that the school site will be in a different location to that shown on the figures. While we are generally content that the development brief allows for an alternative location to come forward through the planning application process, it may be that the development brief needs to be even more clear that alternative locations are possible.</p>	<p>The location of the primary school has been discussed in detail with OCC. Modelling discussed between CDC, OCC and the land promoter has shown only two locations workable from OCC's perspective, the central location preferred by the land promoter and the northern location shown in the Development Brief. Unfortunately, given the constraints in the centre of the site and the lack of flexibility possible to the layout of the school site, the central location is not possible. There are no inconsistencies in the Development Brief with regard to the school location - the early chapters reflect the LPPR proposals map, whereas Fig 1 and Chapter 5 onwards show the northern location that will be required if there remains insufficient flexibility on the layout of the school site.</p>	<p>None</p>	
<p>OCC</p>	<p>Identifying an acceptable location of the primary school site will be subject to further detailed assessments. Whilst proving layouts have been undertaken on some of the sites suggested to us by the developer and the District Council, these layouts only illustrate that the site could house the school, they are not designed schemes. The school site (in whatever location) will need to follow and demonstrate that it meets all Oxfordshire County Council's requirements and criteria as set out in our checklists which we have provided to the District and developer: 'information and process required to assess the suitability of a school site', 'design criteria for primary school sites', and the 'education site checklist'. We appreciate that these are referenced in section 6.6. Until this work has been undertaken the location of the school site cannot be confirmed.</p>	<p>Agreed. As per above, unless there can be sufficient flexibility on the layout of the school site, the central location is not possible.</p>	<p>None</p>	

OCC	<p>Further, the locations of the school buildings on the site should not be identified in the development brief. We seek removal of the paragraph which indicates that school buildings should be on the western side of the school site as the County Council has not received any details in relation to noise, surface water, levels of surrounding streets, location of surrounding roads etc and until this information has been reviewed and interrogated then the location of any school building/site cannot be confirmed. It is noted that noise (as a consequence of the proximity to the railway, aggregate depot, main road and the Park and Ride), the location of the electricity pylons, and surface water/drainage in particular in the northern site could be a significant issue and will require further detailed interrogation.</p>	<p>Noted, but for various reasons set out in the Development Brief as a whole (e.g. Pages 27, 30, 31, 42, 43, 45), but primarily related to accessibility, the school buildings will need to be located on the western side of the school site. The northern site is not significantly closer to the railway than the central site; the northern site meet the OCC Education team's advice re distance to pylons.</p>	None	
OCC	<p>We seek the following corrections in 6.6:          'Education <b>site</b> checklist'.          'The shape and location of the proposed school site is <del>on a</del> indicative <del>general location</del> and will be subject to further detailed assessment as part of the outline application process.'          'The layout of the school site is to be guided by OCC with school classrooms facing due north and south in line with OCC guidance. <b>If the site comes forward</b> in the location indicated (and subject to detailed testing) this would result in site dimensions of approximately 130m by 171m <b>but these dimensions are dependent on where the school frontage is located.</b>'          'The school is to be located in a less steep part of the site. It is likely that some adjustment of levels will be required to meet maximum gradients for vehicular and pedestrian accesses of 1:21 from the adopted highway <del>appropriate internal site levels</del> to the boundary of the level school site. All level adjustments are to take place outside the school site.'          '<del>Ideally the school buildings should be located in the western part of the school site to create frontage onto the primary street, with playing fields located to the east adjacent to the green corridor.</del>'</p>	<p>Page 57, education checklist - we agree to add the word "site". Having reviewed the proposed change to the text on page 58 we do not consider that any of the changes is necessary.</p>	<p>Page 57, add the word "site" between education and checklist</p>	<p>Page 57 and documents list changed</p>

<p>OCC</p>	<p>Vehicle Access Points for School Site  Three vehicle access points are required for the school site. At least one of these will also be the main pedestrian access. This is to maximise routes into the school from the surrounding road network for pupils arriving at the school; for emergency access; staff parking; service areas; future maintenance; extension work; long-term flexibility; development changes over time to the site and to ensure the operation of the school is not compromised during any works to the site.  We appreciate that Figures 1, 15, 19 and 21 show three vehicle access points to the school location shown. However, we must note that not only has this site not been confirmed (as referred to earlier) but at this stage we do not know where the appropriate access point locations would be. This is a matter of detail that our Transport Development Control officers would consider with us when a proposed development is designed. As the matter of the school location is already addressed by the asterisk on Figure 1 and 15, we think that the Figure 19 (movement and access) asterisk in relation to 'school access' should state: <b>'The locations of three access points for the school are subject to highway testing'</b>.</p>	<p>Noted</p>	<p>Page 44 - in relation to the ** at the bottom right of the page, add the words "The locations of three access points for the school are subject to highway testing."</p>	<p>page 44 text amended</p>
<p>OCC</p>	<p>Movement around the school site  The movement plan in the vicinity of the school site will need to be clearly demonstrated and agreed with the County Council as Highway Authority. The County Council's Property design criteria for schools include requirements such as no dead end streets around schools so that there is no hazardous reversing of vehicles. We will also expect provision to be made for coach parking and for some pupils to be dropped off and picked up.</p>	<p>Noted</p>	<p>None</p>	
<p>OCC</p>	<p>Shading of school  Any development over 2 storeys height close to the school has the potential to create shading, particularly in the winter months when sunlight is at a premium. We are concerned that the development brief indicates 3-5 storey houses or apartments and mixed use areas which will be more than 2 storeys in close proximity to the identified school location.  It is an Oxfordshire County Council requirement that the school site shall be free from shading to ensure year-round use of the external teaching and play areas and sunlight/daylight to buildings. For clarity, no building shall be located higher than the 25 degree angle taken from the school boundary as stated within our checklist.  We are also concerned that the height of buildings should reflect their setting and the creation of such overbearing structures, adjacent to a primary school, does not feel appropriate.  We therefore seek changes to the figures denoting the development framework so that tall buildings are not identified close to the school site.</p>	<p>We very much note this comment and would be happy to amend the text of the Development Brief in this regard (see below). It may be that car parking can be located on the school site so as to limit the impact of adjacent buildings, but detailed studies would be required to assess this.</p>	<p>See below</p>	<p>See below</p>

OCC	<p>In addition, we seek the following text change in 6.3.1:          'The majority of the area is to be 3 storeys. 4 to 5 storey buildings will be appropriate only in key locations such as movement nodes, corners or vista stops in the western part of the character area where particular emphasis is required. To the east the scale is to be 3 storeys fronting the primary street. <b>However, such heights will not be appropriate close to the school where they would be considered overbearing, and all buildings close to the school will need to be within height limits which ensure that the school is free from shading that would affect buildings, external teaching areas and play areas.'</b></p>	<p>We will add a bullet point on page 35 under Development Principles to reflect these concerns/requirements.</p>	<p>Section 6.3.1, page 35, - add new bullet between #2 and #3, to state: "The school is to be free from shading that would affect buildings, external teaching areas and play areas. As a result, building heights adjacent to the school site may need to be reduced. The shading impact of adjacent development on the school site is to be demonstrated as part of the planning application."</p>	<p>New bullet added to 6.3.1</p>
OCC	<p>There is an incorrect reference to the 'Oxfordshire County Council Drainage Team' in 6.5.2. Oxfordshire County Council has a statutory role as Lead Local Flood Authority, while the Districts have other responsibilities for drainage. In addition, there is an incorrect reference to Figure 19, which is about movement and access and does not show drainage features. Therefore, please change the text as follows:          'It is expected that the site will drain towards the eastern side of the site, reflecting the topography of the site, with drainage attenuation features <del>broadly in the locations indicated on figure 19</del> and to be agreed in detail with Oxfordshire County Council <b>as Lead Local Flood Authority and with Cherwell District Council's</b> Drainage Team.'</p>	<p>Agreed</p>	<p>The development brief will be amended accordingly</p>	<p>Text of page 55 amended in light of this and comment from Savills above.</p>
OCC	<p>It is noted that other figures for the development framework identify 'drainage attenuation features (indicative location)', and 'indicative SuDS feature'. At this stage, the location of SuDS and drainage attenuation has not been the subject of detailed consideration, therefore the figures are indeed only indicative. In line with paragraphs 160 and 161 of the NPPF, we will expect a sequential, risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impacts of climate change.</p>	<p>Noted</p>	<p>None</p>	

OCC	<p>It is welcomed that outline measures for biodiversity are identified in the development briefs.</p> <p>It is noted that the development briefs indicate that Biodiversity Impact Assessments (BIA) will be undertaken at application stage. However, the District Council may wish to consider the benefits of undertaking the BIA at this stage, to inform the development briefs, as is indicated in LPPR policies for these sites.</p> <p>A Biodiversity Impact Assessment, including application of the Biodiversity Metric 3.0, provides a robust tool to understand the losses and gains to biodiversity associated with different designs and layouts. The information it provides can help inform design evolution, the extent of the site that will be needed to provide on-site biodiversity gains, as well as any need for off-site delivery of biodiversity net gains.</p> <p>Whilst Biodiversity Metric 3.0 would usually be informed by field survey of habitats within the development area, at earlier stages of a project where detailed survey data may not be available, it is possible to compile a dataset and use a range of assumptions to test the potential biodiversity losses and gains associated with different layouts. More detailed assessments would then be required to support the planning applications.</p>	Noted	None	
OCC	<p>Reference should be included in the development briefs to the County Council's Innovation Framework which will be finalised shortly following consultation as part of the Local Transport and Connectivity Plan</p>	<p>It would not be appropriate to refer to emerging supplementary documents; in addition it is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	None	
OCC	<p>Although we have not prepared alternative text, we would welcome the District Council further considering the text in 6.1 'sustainable construction and energy efficiency'. For example this should reference smart energy solutions, battery storage and travel planning for construction which aims to use local materials to minimise the need for long-distance transportation of materials.</p>	<p>It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	None	
OCC	<p>The text in 6.3 'character and layout' insufficiently addresses future trends. There should be flexibility in the design to allow adaptation to changing needs over time. For example, reference could be made to the potential for connected and automated vehicles, and e-bike and e-scooter hire schemes.</p>	<p>It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	None	
OCC	<p>The text in 6.4.1 'movement and access – general principles' should include a general principle to cater for future modes of transport set to become mainstream.</p>	<p>It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	None	



OCC	The second paragraph in 6.4.6 'parking' should be amended as set out in our transport development control comments earlier, to reflect innovations.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	The text in 6.5 'green infrastructure' should refer to the potential for green roofs and green walls.	The development brief refers to these at page 53	None	
OCC	The text in 7.1 sets out the information to accompany planning applications, but it is noted that the list is only an indication as requirements may change over time. For strategic scale developments such as these, an Innovation Plan may be needed.	The text preceding the bullet point list states that the checklist provides "an indication of documents required at application stage" and so is not to be read as definitive	None	
OCC	Page 1 - Site Location - 'Iron Age' should be replaced with 'Anglo Saxon'	Noted	In the paragraph headed Site Location on page "Bronze Age (potentially Iron Age)" to be replaced with "Anglo-Saxon"	Amended throughout
OCC	Page 2 - 'Cutteslowe' to replaced with 'Cutteslowe' (same applies in Figures 9, 10, 11, 12, 13, 14, 15, 19 and 21)	Noted	The relevant figures and text to be amended accordingly.	Figures corrected
OCC	Figure 3 - make clear if this is proposed school location as per indicative plan in the LPPR or adjust to reflect Figure 1 (also applies to Figure 7)	Noted	Fig 3 to be amended to note that the locations for proposed local centres and schools reflect those set out in the LPPR.	Note added to figures 3 and section 2.1.5 consistent with PR7a wording
OCC	Figure 4 - update purple key to refer to 'Oxford City allocated sites' and include the St Frideswide Farm allocation (also applies to Figure 5, Figure 6, Figure 7)	Noted	The development brief will be amended accordingly	Key amended (done). Figures updated
OCC	Page 24, first bullet - add the county council to the districts and city council	Noted	The development brief will be amended accordingly	Text amended
OCC	Page 37, Fig 17, legend, add 'Road' after 'Oxford'	Noted	The development brief will be amended accordingly	Text amended
OCC	Page 44, Fig 19, the cross sections A-A and B-B are not shown in the legend		Do they need to be?	Section lines added to key. Refer to figures xxxx
OCC	Page 58, typo: "Reference should also be made to: Oxfordshire County Council design criteria for schools"	Noted	The development brief will be amended accordingly	Text amended

Jack Fursdon	Objects in principle to the development of the PR sites; land not in the Green Belt should be preferred and there are many brownfield sites in Oxford; the Council should look at buying land owned by Oxford University without having to provide all of the housing on them that is proposed	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Jack Fursdon	The Council's consultation only allows me to choose one development brief to comment on - the Council is trying to reduce the perceived dislike	This is a function of the Let's Talk website and not intentional on the part of the Council. Those responding to the Development Briefs email address could comment on however many they wished to.	None	
Jack Fursdon	The proposals would impact on local infrastructure (schools, health, roads), which is already at capacity	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Jack Fursdon	The housing will not be cheap enough for it to be genuinely affordable	This is not within the scope of the Development Brief	None	
Bronwyn Cody	Objects to the principle of development; the site is valuable as a green space; Barton Park has already added plenty of additional housing for the Oxfordshire area.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Bronwyn Cody	All of the roads leading to this area are very busy roads at peak times and the added construction vehicles and inevitable road closures would be havoc. The inconvenience that this would cause would not only be for the years that the constructions are being built but also for years after when the population of this area increases with the housing.	Noted. This largely relates to the principle of development. The developers of the site will be required to manage construction traffic - such matters can and will be managed through planning conditions of any permission given	None	
Julia Middleton	Not enough work has been done to look at eco, modern designed housing, with a greater density on brown field sites within the city. The calculations for the numbers of houses is totally unjustified and will bring people into the area from London causing further congestion, especially with Oxford North going ahead.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Julia Middleton	The government states that it has a policy not to build on Green belt. I feel all the development is hypocritical.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Peter Wilks	Concerned about carbon emissions in the general area. With the potential destruction of trees versus these three developments combined with the St John College development, I suspect a dramatic increase in traffic and carbon emissions while the natural environment that would reduce carbon is being destroyed.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	

Peter Wilks	Concerned on the type of housing being built. What controls do you plan to have over another "brick city" being built or the "prison block" I refer to Bicester and the current build near Barton. Commonly known as the above.	This is something which the Development Brief seeks to address; Local Plan policies will require a locally distinctive character, and the Cherwell Residential Design Guide, Oxford City Council guidance and national planning policy guidance will also all be relevant.	None	
Peter Wilks	What are the plans to stop the houses both on this development and its sister across the road becoming "London housing"	This is not within the scope of the Development Brief	None	
Ian Busby	Leave the golf course and green field alone	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Alex	I completely support the project in this area. I believe this project has to be continued and offer new houses along with the primary school. It will help develop the area.	Noted	None	
David Gimson	Very impressed by the skilled planning which has gone into this brief, evidently by a large and expert team. This is the right development in the right place. We are in a climate emergency. 40% of car journeys are under 2m, the average car is used only 3% of the time (RAC) and there is single occupancy in over 60% of journeys, so this development should be private-car free. Provision should be made for multiple car club or shared cars close to exits onto the main road, so that residents can access vehicles whenever they need, without the cost of car ownership. A car free environment, with carefully controlled access for deliveries etc., will increase the value of the housing built much more than the lack of private parking will diminish it. Unless we design to make car use more difficult, all the cycle tracks in the world won't prevent more congestion and pollution on the A34 and everywhere else. Please be bold: in well-connected urban areas like this one, private cars should be a thing of the past.	These comments are noted and reflected in the changes sought by OCC and in the parking strategies set out in the Development Brief and supported by the Cherwell Residential Guide	None	
Richard Knowles (and others)	The vision for biodiversity and amenity appears inadequate as currently set out. The yawning gap in the proposals is the failure to consider the potential biodiversity and amenity value of the land to the East of the site. The proposal for a tiny green corridor immediately east of the site is utterly inadequate and offers little or nothing to the local community. The whole area East of the site up to the River Cherwell should be included in the proposals for landscape and open space.	While we note these comments, the Development Brief can only relate to the site as defined by the red line boundary. The text as drafted is considered sufficient in this regard.	None	

Richard Knowles (and others)	<p>During the last 2 years of pandemic and intermittent lockdown the footpaths and bridleways which criss-cross this area have been enjoyed to a greater degree than we can recall in 50 years. However, the health and well-being benefits they offer could be hugely greater and permanent with a more imaginative and generous approach to this development. The very limited biodiversity offered by much of the area ( largely arable monoculture) could be enormously enhanced with the Cherwell flood plain offering exciting country park opportunities. The area to the East of the Cherwell should be designated Water Eaton country park. it would be given over to grassland and mixed woodland.</p>	Noted	None	
Richard Knowles (and others)	<p>Surface drainage ponds would be developed as permanently wet scrapes, attracting wildlife. This would also offer water quality benefits as the on-line scrapes and reedbeds would act as filters. A long stretch of the neglected river Cherwell could be opened for recreational use: punts, canoes, angling, wild swimming, bird watching. At present much of the immediate river corridor is very overgrown and barely passable for canoes with no bankside paths. The immediate flood risk areas would continue to flood, but with the encouragement of reedbed and wetland habitat this would attract wintering waders in large numbers. Waste water treatment.</p>	Noted	None	
Richard Knowles (and others)	<p>Linking the development to the main Oxford network (which we presume is the proposal) has one enormous flaw: Thames Water's WWTW works at Grenoble Road is already grossly overloaded. We cannot support further development without clear prior investment by Thames Water (TWUL) to ensure that additional untreated sewage does not pour into the River Thames. We urge the Planning Authority to insist to TWUL on an upgrade of Oxford WWTW that will enable it to cope with current and projected volumes of wastewater. We are aware that much of Kidlington's wastewater is currently pumped to Cassington WWTW. This is also currently massively overloaded and needs a major upgrade.</p>	Noted	None	
Mark Hull	<p>Given that the area desperately needs more housing, especially affordable housing, and that this development will make millions of pounds of profit for Christ Church College, it is time the University put something back into the lives of Kidlington and north Oxford residents. The current proposal does far too little.</p>	This is not within the scope of the Development Brief	None	

Andrew Siantonas	I strongly support the proposals for the north /south cycle -pedestrian route at the east edge of the development leading to Cutteslowe Park and the extension of the park. However, cycling is not currently permitted in Cutteslowe Park so arrangements need to be made with the relevant Oxford City Council department to enable cycling on suitable paths through the park. I have contacted Oxford City Council making these points to them.	Noted	None	
Fred Means	Why is there so little detail regarding the cycling routes? I would like to see a more detailed description of the standard being committed to. For example Segregated from both vehicles and pedestrians. Continuous with safe priority passage over crossing roads Wide enough to support 2 way cycling Committed budget for maintenance and cleaning.	It is considered that the detail in the Development Brief is sufficient for the purposes and remit of the Development Brief. Other policies, CDC and OCC, set out the requirements for surfacing, etc.	None	
Margaret Boggs	Cannot understand why this has been allowed to happen. So much green space given over, which goes against CDC's own policies, to preserve green belt. Is it because money talks, and as I have been told, there is some dodgy business with Tory councillors? I do hope not, I have always voted Tory and had faith in our councillors.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Katherine Whysall	What is the definition of a strategic green corridor? Corridor implies that development can occur the other side of the corridor.	Green corridors are strategically planned and delivered routes of protected natural green space, designed to enable the transit of wildlife and/or cyclists and pedestrians. In this instance it is a corridor between the built environment on one side and the Green Belt on the other	None	
Katherine Whysall	The proposed development is on the green belt. Does this proposed development suggest that the green belt is now null and void? 3.2.1 states that part of the site lies in the green belt. Surely all of the site lies in the green belt! Has the green belt changed if so when and we're the public consulted?	Other than the aforesaid green corridor, the site has been removed from the Green Belt through the adoption of the Local Plan Partial Review Plan, which was fully consulted upon, examined in a public inquiry and subsequently (and unsuccessfully) challenged in the high court	None	
Katherine Whysall	The primary school location is shown differently in different maps figure 1 and figure 7	Figure 1, and Figures 12 onwards, show the layout for the site as required by the Development Brief. Figure 7 shows the indicative locations as set out in the Local Plan proposals map. The policy allows for "minor variations in the location of specific uses...where evidence is available".	None	

Katherine Whysall	Where exactly is the NERC s41 plot and what is it for exactly?	The broadly rectangular parcel of land north of St Frideswide farmhouse with the word 'Orchard' written over it. Section 41 (41) of the Natural Environment and Rural Communities (NERC) Act, which came into force on 1st October 2006, requires the Secretary of State to publish a list of habitats and species which are of principle importance for the conservation of biodiversity in England.	None	
Katherine Whysall	Oxford Local Plan 2016-2036 (SP24) -to south of PR6a — would that cut off the public right of way.	This is not within the scope of the Development Brief	None	
Katherine Whysall	Figure 9 site context Section 6.2 — provide a local hub for the community through the creation of a primary school and adjacent local centre and green square —where? Not obvious on plan. Figure 15 shows local Centre but where is green square?	These will be located within the 'mixed use' area as shown in Figures 12 and 15.	None	
Katherine Whysall	Section 6.3. Details the frontage character area and the valley view character area but no section for The green corridor character area. Why?	The green corridor is character area is discussed separately at Section 6.5.	None	
Katherine Whysall	Says walking access to the main road. What about disabled people and old people? Say they are keeping trees on the frontage but getting rid of low lying vegetation to increase visibility into the site. Why??	Explained in the Development Brief and elsewhere in this table of responses to consultation comments	None	
Katherine Whysall	6.8 utilities and infrastructure. No mention made at all of sewage. This is a big problem as Oxford STW is already under capacity.	This is not within the scope of the Development Brief, but Policy PR6a places requirements and duties on the applicant and developer in this regard.	None	
Katherine Whysall	The plan mentions badgers and a butterfly as protected species. No mention of otters which are now making a comeback in Oxford. They are a protected local species too. This would support the proposal put forward that the river Cherwell near to the site should be part of a country park/wetlands reserve to the east and west of its banks.	Policy PR6a requires that any planning application for the site is supported by a Biodiversity Impact Assessment and by a Biodiversity Improvement and Management Plan	None	

Mary Lunn	All three sites were adjacent to/ flooded/ waterlogged in winter 20/21 for months and have been wet this year. I am concerned about drainage because housing and consequent made roads reduce drainage and capacity for holding water not only for the site(s) itself but also for adjacent land. Simply preserving current drainage/storage will clearly be insufficient in future years as well due to climate change. Although drainage is marked on the site(s) it is not clear how this will satisfy current/future problems of flooding.	Comments very much noted. Local Plan policies PR6a, ESD6 and ESD7 place requirements and duties on the applicant and developer in this regard.	None	
Dominie Craddock	Particularly concerned with the treatment of the historic Grade II* listed St Frideswide's Farmhouse and its curtilage. Surely the atmosphere of this important site with its medieval features must be maintained and not impinged upon by the development. A larger buffer zone preserving current sight-lines should be included in the plan. The Development Brief states that "A new hedgerow line will be required along the eastern boundary of the green corridor" (§6.5) -- this will be very important to screen the house and environs from the proposed new public walking and cycle routes extending to Cutteslowe Park. The Brief also refers to "enhancements to the setting of St Frideswide's Farmhouse" (§6.5.3) -- can we have some specifics please.	Agreed. The Development Brief sets out the requirements in this regard.	None	
Sacha Craddock	I sincerely hope that the astounding historical, cultural and visual integrity of St Frideswides Farm is preserved in full.	Noted	None	
Suzanne Wilson-Higgins	I am the landowner of Pipal Cottage, Water Eaton and would like the property boundaries to be clearly stated on the development brief and the name corrected. Christ Church own Pipal Barns so there are technically two properties rather than "farmhouse". The development brief indicates that 4-5 story building may be included and I am totally opposed to that as this is overdevelopment of this greenfield Greenbelt space in an effort to cram in as many saleable dwellings as possible.	This is picked up elsewhere in consultation comments.	None	
Suzanne Wilson-Higgins	Parking provision is wholly inadequate on the site for the number of people living in the 600+ dwellings. There are conflicting references to different types of parking and no indication of the number of people to car ratio on site. It is overly optimistic to think this is a residential area that will not require ample resident and guest parking on and off plot.	This is picked up elsewhere in consultation comments.	None	

Suzanne Wilson-Higgins	I have concerns about obstruction of my light from the south with a 3 story dwelling or "mixed use local centre shops/housing) blocking my light as these would be elevated on the Jordan Hill slope.	We note these comments, and this will be an important material consideration in the assessment of planning application proposals	None	
Suzanne Wilson-Higgins	The school should be located in the centre of the site accessible from PR6a and PR6b on cycle/footpaths and east-west link not at the park & ride end where there could be a risk to children in a crowded area adjacent to public parking and transport links. Other indicative principles and opportunities are fine but lacking in detail.	This is picked up elsewhere in consultation comments.	None	
Suzanne Wilson-Higgins	For access and road design the CDC need to consult fully with Christ Church and their agents as their plans look more robust than CDC's.	Discussions with OCC have been taking place and have informed the Development Brief. The landowner's plans are still being formulated and will be submitted for scrutiny in due course; they may be supported or they may not, but they will need to be compliant with Local Plan policies, this Development Brief, and CDC and OCC guidance	None	
Igor Dyson	Unconditionally objects to the ambition to grow Oxon's population at the proposed scale, by building more homes on existing Green Belt. -Some proposals to improve some aspects of existing, transport & green infrastructure, are indeed most welcome; including sustainable transport for the existing population, planting more trees & hedges, & establishing corridors for wildlife. However, such improvements shouldn't be pretexts to delete more of our open countryside. By now, it's become clear that Oxford City wishes to de facto annex this area of Cherwell District, to grow Oxford City's economy at a scale which will further hurt Oxon's rural character.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Igor Dyson	The brief mentions developing a high-quality gateway to Oxford. Actually here, the existing character's already extraordinarily special, namely, the view east to Cherwell Valley & beyond to Otmoor Reserve. This is iconic, open countryside, & should be cherished as the envy & equal of any historic vista elsewhere.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	



Igor Dyson	I oppose creeping deletion of our Green Belt, to grow the population for employment in new, commercial areas. This is a profound & imposed surgery, on what residents feel is Oxon's fundamental character, namely, its relatively undeveloped, rural environment. We're being asked to accept destruction of what we've loved lifelong, namely, our childhood haunts & vistas being mutilated by thousands of new buildings. Southern England's been developed more than enough, so any national effort to grow the economy should focus on Northern England instead.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Christiaan Monden	The changes to the A4165 (Oxford Road) as set out in Development Brief are welcome and necessary, to ensure safe and convenient bike commuting from Kidlington and PR8/PR9 to Oxford city, as well as for reliable bus commutes. The indicative designs for the A4165 are a good step in the right direction but lack the required standards for the new junctions providing access to both sites. Will the new junctions be built according to CYCLOPS or Dutch roundabout standards as in Manchester or Cambridge? Anything less is not acceptable.	Noted, but this is not within the scope of the Development Brief	None	
Christiaan Monden	The brief suggests the sites can be developed even if the A4165 is not redesigned. That would be incredibly irresponsible. It would lock in more than a thousand new homes in car-dependency and it increased traffic would make a dangerous road even more dangerous – it is a fatal road; a cyclist was killed here Feb 2022 – e. Redevelopment of the A4615 and its new junctions has to be an integral part of either site being developed. In fact, development has to be conditional on redeveloping the A4165 – a “key sustainable movement route”.	Noted, but this is not within the scope of the Development Brief	None	
Christiaan Monden	The brief does not make clear how inclusive cycling and wheelchair use beyond the site and the brief has no serious attention at all to options for people using wheelchairs or mobility scooters. Like cyclists and pedestrians, they will be trapped in the new development.	In accord with its purpose, the Development Brief sets out requirements for the development, including enhanced walking and cycling routes. The detailed proposals will come forward as part of planning applications	None	
Christiaan Monden	Makes several suggestions for what the Development Brief should include, including design and widths of cycle ways, provision of small bike sheds in front gardens, improvements to the Parkway junction, speed limits on roads, and the need for improvements to existing cycleways being funded from PR7a	The Development Brief sets out requirements for the design of cycle ways; speed limits and improvements to junctions it outside the scope of the Development Brief; Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; the location of bike sheds, which has to balance different competing considerations, will be a matter for the assessment of planning applications at the site	None	

Christiaan Monden	The Oxford Canal is inadequate as a cycling route; gives various reasons for this	Noted	None	
Aviril Gupta	Strongly objects to this housing development. Alternative sites should be looked at. Instead of developing housing here, what about a secondary school for Kidlington. Kidlington does not require this level of housing; there is sufficient housing development taking place already.	This relates to the principle of development	None	
Aviril Gupta	The proposals would impact on local infrastructure, which is already at capacity	This relates to the principle of development	None	
Aviril Gupta	Impact of traffic; congestion; construction work; impact on amenities of residents	These will be material considerations in the assessment of future planning application(s). No changes required to the Development Brief	None	

## **Cherwell District Council**

### **Planning Committee**

**8 September 2022**

### **Development Brief for Local Plan Partial Review site PR6b – Land West of Oxford Road, North Oxford**

#### **Report of Assistant Director - Planning and Development**

This report is public.

#### **Purpose of report**

To seek the Planning Committee's approval of the Development Brief for Local Plan Part 1 Review allocated site PR6a – Land West of Oxford Road, North Oxford.

#### **1.0 Recommendations**

The meeting is recommended:

- 1.1 To approve the Development Brief for site PR6b (Land West of Oxford Road, North Oxford) of the Cherwell Local Plan 2011-2031 Partial Review, presented at Appendix 1 to this report.
- 1.2 To authorise the Assistant Director - Planning and Development to publish the Development Brief subject to any necessary presentational or other minor corrections in consultation with the Chairman.

#### **2.0 Introduction**

- 2.1 The Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford's Unmet Housing Need was adopted on 7 September 2020, effectively as a supplement or addendum to the adopted Cherwell Local Plan 2011-2031, and forms part of the statutory Development Plan for the district.
- 2.2 The Partial Review Plan provides a vision for how Oxford's unmet housing needs will be met within Cherwell, which 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.
- 2.3 The Partial Review Plan allocates land to deliver 4400 houses across six sites:
  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

- 2.4 For each of the six sites, the Local Plan policy includes a requirement for the application to *“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”*. It further states, *“The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council”*.
- 2.5 The development brief will then be a material consideration in the determination of any future planning applications for the site to which it relates. They will inform developers in progressing their proposals and this committee in determining future planning applications.
- 2.6 Further to the Partial Review Plan’s requirement, Development Briefs are being prepared for each of the six sites. The first two, relating to sites PR7b and PR9, were approved by Planning Committee in December 2021 and the third was approved by Planning Committee in June 2022. Along with that for PR6a, the Brief for site PR6b is presented here at the September Planning Committee.
- 2.7 Design consultants appointed by the Council have prepared the brief working with officers and with the benefit of input from technical consultees, stakeholders (including Oxford City Council) and public consultation. This report presents the proposed, final brief for approval and in doing so explains how it meets the objectives and policy requirements of the Partial Review Plan.
- 2.8 The Development Brief has been the subject of public consultation, for six weeks from 26 January to 8 March 2022. This report summarises the representations received and explains what changes have been made in response.

### **3.0 Report Details**

- 3.1 Policy PR6b of the Partial Review of the Local Plan relates to land to the north of Oxford city and the suburb of Cutteslowe. The site, 32ha in total, is bounded by the A4165 (Oxford Road) to the east and the railway line to Oxford to the west. The site comprises a golf course and contains groups of trees, woodland, hedgerow and a pond. The site is located in close proximity to Oxford Parkway Station and is accessed from Oxford Road. The site generally falls from, a high point in the centre towards each of its boundaries. The ploughed remains of a round barrow are located in the central, southern portion of the site.
- 3.2 The site is allocated for 670 homes on 32 hectares of land, of which 50% is required to be affordable housing. There are policy requirements for formal sports, provision of play areas and allotments to adopted standards within the developable area; land to be reserved within the site to facilitate improvements to the existing footbridge over

the railway on the western boundary of the site; and the provision of emergency services infrastructure.

- 3.3 The Development Brief sets out its background, purpose and status, its structure and the community involvement that has taken place (Chapter 1); the strategic vision and context, the role of the site, its economic relationships and movement corridors (Chapter 2); the planning policy context, spatial context and the site's attributes (Chapter 3); a site appraisal including opportunities and requirements (Chapter 4); the vision and objectives for the site (Chapter 5); then the development principles (Chapter 6); and closes with a section on delivery and monitoring (Chapter 7).
- 3.4 Preparation of the Development Brief included review of baseline information and the planning policy context, preparation and agreement of the scope for the Brief, identification of opportunities and constraints, workshops to establish the vision, the principles concerning movement, water management, landscape, biodiversity, heritage and archaeology, and subsequent workshops and one to one engagements with technical consultees including the preparation of parameter plans, review of early drafts of the Brief and discussion with the site promoters.
- 3.5 The vision for Land at South East Kidlington, set out in Chapter 5 of the Brief, is as follows:

*'Land west of Oxford Road will become a contemporary urban extension and a gateway to Oxford city fronting Oxford Road that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the east on site PR6a. Homes will be set within a well-treed landscape comprising the retained mature trees of the former golf course and green infrastructure corridors, while opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network including direct delivery of high quality cycle lanes on Oxford Road and facilitating access across the railway line towards Oxford North.'*

- 3.6 Each Partial Review policy sets out a detailed list of required elements for the Development Brief. There are common elements to each site, for example:
- a scheme and outline layout for the delivery of the required land uses and associated infrastructure,
  - protection and connection of existing public rights of way (where applicable) and an outline scheme for pedestrian and cycle access to the surrounding countryside,
  - outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment, and
  - an outline scheme for vehicular access by the emergency services.
- 3.7 Policy PR7a sets out the following particular requirements for inclusion in the Development Brief:
- Two points of vehicular access and egress from and to existing highways, primarily from Oxford Road, and connecting within the site
  - 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

- Design principles which seek to deliver a connected and integrated extension to Oxford and which respond to the historic setting of the city
- 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

3.8 The Development Brief for PR6b sets the development framework for the site. The parameters for the brief are established by the Local Plan. The brief is intended to provide additional detail to help implement the Local Plan policy and guide the preparation and consideration of applications for planning permission. The brief comprises guidance and not new policy.

3.9 The Brief provides a scheme and outline layout for delivery of the required land uses and associated infrastructure. There is no material change in the extent of the residential area between the policy map for the site (page 98 of the Partial Review Plan) and the development framework plan (page 25 of the draft Development Brief). There is no change to the site area.

3.10 In common with all Partial Review site policies, Policy PR6b allows for the consideration of minor variations in the location of specific land uses where evidence is available. That said, there are no such variations in this Development Brief.

3.11 The Development Brief for PR6a provides an outline scheme for vehicular, cycle, pedestrian and wheelchair connectivity within the site, for pedestrian and cycle access to the surrounding countryside, and for vehicular access by the emergency services, which delivers on the requirements set out in the policy for the site. The movement and access network plan is shown at Figure 18 (page 42) and expounded in detail at Section 6.4 of the Brief (beginning at page 38).

3.12 The Brief identifies two vehicular access points to/from Oxford Road, three separate pedestrian/cycle crossing points over the Oxford Road and one additional bus stop. The southern-most of the two vehicular access points onto Oxford Road would be the primary vehicular access point, with the more northern of the two being a left in left out junction.

3.13 The intention of CDC and OCC has been to limit vehicular entry and exit points onto Oxford Road to aid the smooth flow of traffic on Oxford Road for all modes of transport, in the interests of highway safety and the amenity of highway users. The initial proposal was therefore for two crossroad junctions on Oxford Road, i.e. to align with site PR6b. It became clear to CDC and OCC that the two landowners were proposing different access points for the northern access. Accordingly, the strategy set out in the Development Brief is a solution which seeks to respond to the landowners' proposals (i.e. allows for flexibility as to the location of the northern access for the respective landowners) but delivers a scheme which is appropriate and optimal in highway safety terms.

3.14 The Brief also sets out the requirement for four areas of play across the development – one neighbourhood area of play to the northern end of the site, one local equipped area of play between development blocks to the north of the public right of way ('PROW'), and two local areas of play (LAPs) – one immediately north of the aforementioned PROW and one centrally located within the site just to the south of

the PROW. The Brief also provides outline measures for securing net biodiversity gains, provides for the maintenance and enhancement of existing tree lines and hedgerows.

- 3.15 The Development Brief for PR6b sets the design principles for the site, which seek to deliver a connected and integrated extension to Oxford while being sensitive to the historic setting of the City.
- 3.16 The Brief sets out that the built form in the development blocks adjacent to the Oxford Road will be 3-5 storey houses or apartments. Section 6.3.1 clarifies that the majority of development in this part of the site will be 3 storeys, with 4 and 5 storey buildings being appropriate only in key locations such as movement nodes, corners or vista stops where particular emphasis is required, and that the scale will need to be sensitive to adjacent building heights and uses. The rest of the site will be 2-4 storey houses and apartments set within parkland. The Brief sets out the opportunity for a 'pavilions in the landscape' layout typology with individual apartment buildings of 3-4 storeys set within a generous landscape; this approach would respond appropriately to the layout of existing trees and other existing planting across the site. The Brief sets out the alternative, street-based layout of 2-3 storeys in generous plots with landscape features retained in public green squares.
- 3.17 The Development Brief also sets out development principles in relation to green spaces and community uses, including allotments in the south-western corner of the site, woodland planting to the northern of the site and public parkland corridors through the site.

### *Consultation*

- 3.18 The brief was published for public consultation from 26 January to 8 March 2022 by way of advertisement on the Council's website, emails directly to parish councils and technical consultees, and invitations to parish councils to a virtual meeting to raise or seek or clarification on particular matters. A total of 78 representations were received, 52 to the email inbox and 26 via the Let's Talk website. The representations have been made publicly available alongside this report and a schedule containing a summary of each and officer responses is provided at Appendix 2. A precis is provided below.

### SUMMARY OF REPRESENTATIONS

#### Gosford and Water Eaton Parish Council

- 3.19 The comments raised from Gosford and Water Eaton Parish Council are summarised as follows:
- Unhappy with the large number of trees being removed. The buildings can work around the trees. Just because the developer considers most of the trees less important does not make these trees less important.
  - Comments made regarding pollution
  - Comments made on position of properties to maximise light and future energy facilities like solar panels.
  - Would like to see solar panels on properties with south facing roofs and place taller buildings to the north of the lower building to increase the light on properties.

- Comments that a pedestrian bridge is required over the Oxford Road to connect PR6a and PR6b, sited slightly to the northern side to allow it to be used for those walking to the train station.

#### Harbord Road Area Residents' Association

3.20 The comments raised by the Harbord Road Area Residents Association are summarised as follows:

- As per policy requirement, a new golf course needs to be provided and fully operational before any development start on the development.
- Concerns with possible commuter parking so believe a controlled parking zone should be put in place. Also, this should be put in place as people using Cutteslowe Park and potential new stadium at Stratfield Brake could park in this area.
- Would like to see more consideration of noise control measures from A34 and what could be done to mitigate this.
- Development brief fails to demonstrate any appreciation of the amount of biodiversity the site supports currently. Believes a requirement to provide proposals for wildlife management and maintenance should be included within development brief.
- Concern with Thames Water lack of capacity to cope with existing levels of sewage in the area so anticipates issues when development is built.
- Puts forward potential pedestrian and cycle access to site from the South where there is a narrow cul-de-sac between two houses at the end of Lakeside.

3.21 Greenway on behalf of the golfers at North Oxford Golf Course

- Believes wording needs to change in brief to follow what the Inspector advised in paragraphs 106 and 115 of their report to show that delivery of a replacement golf course should happen and there should be no period when golfing facilities are unavailable. Brief should show that through a planning agreement that the applicant should finance and deliver the reprovision of golfing facilities.

3.22 Oxford Cricket Club

- Outlined the threat of possible loss of current facilities within Oxford and propose that PR6B and development within Oxford (Jordan Hill) could be adapted to allow the retention of space for two cricket grounds and a pavilion by creating a site in part of PR6B. This would also retain green space within the proposed development and would be available not only for formal sport but also walking and casual recreation when not in use by the cricket club.

3.23 St Andrew's Church, Oxford

- Concerns that the local centre located on 6A is too far south east for residents on 6B. Would like to see brief go into detail on the steps required to engender a strong sense of community spirit and building a healthy community.



### Members of the Public

3.24 The comments raised from members of the public are summarised as follows:

- Belief that highway link to site should only be from the main road and not within local housing developments like Lakeside Avenue.
- Design of development should be trying to save as many trees as possible
- Concerns regarding the loss of golf course and green space/trees

### Site Promoter Turnberry on behalf of Exeter College, the University of Oxford and Merton College

3.25 The comments raised by Barwood on the consultation version of the development brief are as follows:

- Requests that the character areas plan is removed as they add nothing to the brief and are not based on any objective evidence base. Working with developers of PR6A to find a solution regarding Oxford Road.
- Turnberry recommend multiple amendment/word changes within the brief and give comments as to why.

### Site Promoter Savills on behalf of Christ Church (PR6a landowner)

3.26 The comments raised by Savills on the consultation version of the development brief are as follows:

- Working with site promoters of PR6B regarding Oxford Road frontage. Clear that some removal of existing vegetation is needed to allow access junctions and depending on requirements, some widening may also be needed to the highway.
- Support references made in brief to ensuring safe and convenient access between PR6B and local centre and primary school on 6A.
- Request's removal of paragraph 4.2.4 Bullet as it suggests introduction of GCN into the pond. This is requested to avoid confusion or misinterpretation.

### Environment Agency

3.27 No comments provided as the brief itself would not form part of the statutory development plan.

### Avison Young on behalf of Oxford Aviation Services Ltd (Owner of Oxford Airport)

3.28 Would prefer that the development brief sites were not developed for noise sensitive uses like residential. Onus on developers to ensure that suitable noise conditions are created for future occupiers that accounts for the existing noise constraints associated with aircraft movements. Recommends planning permission is subject to Section 106 obligations that require developer(s) to formally notify future purchasers in writing of the existence of flight paths that cross the sites.

### Scottish and Southern Electricity Networks

- 3.29 No comments; had already commented in 2019 at the time of the Cherwell Local Plan Partial Review.

### Summertown and St Margaret's Neighbourhood Forum

- 3.30 The comments raised from Summertown and St Margaret's Neighbourhood Forum are summarised as follows:

- Disappointed the Brief does not seem to take the opportunity to provide a 21<sup>st</sup> century development in terms of high-quality design and low carbon development
- Due to proximity of all development brief sites, the Forum suggests there should be an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing, and infrastructure provision (for example traffic, public transport, cycling and pedestrian planning) to secure an integrated approach
- New developments should provide adequate compensation in terms of development quality and environmental protection in and around these sites to reflect the scale of loss of the green belt
- Opportunity to create an innovative delivery mechanism - a public/private partnership to deliver these schemes and capture land value, comprising opportunities for community land trusts and community participation in protecting and managing the environment.

### Oxfordshire County Council

- 3.31 The County Council's comments are:

- Advises as to certain additions to the text and outlines some typographical errors and advised of certain additions and amendments to the text of the development brief regarding strategic planning, transport development control, education, biodiversity, innovation and lead local flood authority sections

### Berkshire Buckinghamshire Oxfordshire Wildlife Trust ('BBOWT')

- 3.32 BBOWT's comments are:

- Currently site has a significant wildlife habitat value especially linking habitats to the north of the site and for birds. Believes the majority of mature trees should be retained as a feature within the development guiding the layout of the streets and plots so that they are incorporated as street trees. The site also has some small areas of scrub / semi-improved grassland which should be retained and sensitively managed long-term.

### Officer Response to Representations

- 3.33 Responses to the representations made are included in the summary schedule at Appendix 2. Several comments relate to matters which either relate to the principle of development – which has already been set in the adoption of the Local Plan – or to matters relevant to the planning application. Where this is the case it has been

noted as such in Appendix 2. In certain cases, specific comments have been made by respondents which are not been taken forward in the final Development Brief – where this is the case explanation is provided in the summary schedule at Appendix 2 and further coverage is provided in the paragraphs following this one. Officers are pleased to recommend to planning committee that some minor changes are made to the text of the Development Brief as set out later in this report.

3.34 In response to comments by London Oxford Airport:

- We note the comment that development of the Partial Review sites will introduce new receptors into a potentially noisy environment and that in accordance with 'agent of change' principles the existing airport use must not be prejudiced by this. However, the site has been allocated in the Development Plan for residential development.
- The need for detailed noise surveys and associated assessment work will be a relevant matter for planning applications for the site
- There is a need for consistency across the development briefs and those for PR7b and PR9 did not include reference to the need for developers to formally notify future purchasers in writing of the existence of flight paths that cross the sites. Nevertheless, insofar as this is a relevant point it will be picked up at the planning application stage.

3.35 In response to comments by St Andrews Church, Oxford:

- Section 6.2 of the development brief sets out the detailed requirements for healthy place shaping. Appendix 4 of the LPPR sets out the community infrastructure required at the site.

3.36 In response to comments by BBOWT:

- Parts 9-11 of Policy PR6b set out the detailed biodiversity requirements for the site
- We note the comment regarding the potential for light pollution and the need to consider lighting strategically and to manage and mitigate the effects of potential light pollution arising from the development. This will be an important consideration for planning application proposals.
- We note the points made in relation to zoning and a hierarchy of access levels of the green areas. The Partial Review identifies other sites where nature conservation is the priority but for PR7a the allocation is for formal sports and green infrastructure. It may be that the BIA and BIMP may lead to areas needing to be protected to meet the requirements of Policy PR6b but this information has not been available to inform preparation of the brief, and would need to be determined at the planning application stage.
- Figures 14 and 21 show a series of public parkland corridors throughout the site to include tree planting and habitat corridors
- We also note the points made in relation to biodiversity features, green roofs, wildlife connectivity and raising community awareness. With regard to green roofs, they are mentioned at Section 6.0 ("The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable") and further text is not considered necessary.

3.37 In response to comments by the Harbord Road Area Residents:

- The CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- We note the comment regarding biodiversity net gain. Although the land promoter would like the Development Brief not to require retention of certain trees, this is included in the Brief, e.g. as shown in Figures 12 and 13. Many of the fairways on the golf course run broadly north-south and the vegetation between them also run north-south; there appear to be two principal east-west corridors and these are retained / shown in the Development Brief, as shown in Figure 21.
- We note the point relating to wildlife management; Policy PR6b requires the submission of a Biodiversity Improvement and Management Plan and sets out what the Plan needs to include. The Development Brief reflects the above, and it is not considered necessary to add to what is already included
- We note the concerns with regard the discharge of effluent into waterways and Thames Water capacity, but this relates to matters of principle, which other than location go beyond the scope of the Development Brief. And the requirements of Policy PR6a take precedence in any event.
- Section 4.2.5 of the development brief does include connection to Linkside Avenue as a 'site opportunity' but it does not feature for the development framework for the site as set out from page 25 onwards - e.g. Figure 12 shows a walking & cycling connection to Jordan Hill but this is the only transport connection to land south of PR6b. The development brief does not allow for any connection, vehicular or otherwise, to Linkside Avenue.

3.38 In response to comments by Gosford and Water Eaton Parish Council:

- In relation to access points and road layout, the development briefs set out the requirements for access, both for PR6a and PR6b. Developers may choose to propose something different - this is a risk they run.
- The development of the PR6a and PR6b sites does not necessitate a bridge over Oxford Road because safe pedestrian and cycle movement is to be provided by signalised crossings of the road. There has been a Traffic Regulation Order consultation in July 2022 to reduce the speed of the road to 30mph.
- Having regard to the layout shown at Figure 15 it should be possible in certain places across the site to locate the highest building behind / to the north of the lower south facing ones, but it would not seem appropriate to make this a stipulation given the potential impact on dwelling numbers and other development principles.
- The detailed siting of solar PV panels and the extent to which they are provided will be a relevant consideration for planning applications at the site

3.39 In response to comments by Summertown and St Margaret's Neighbourhood Forum:

- We note the request to be consulted on the progress of the development briefs and on future planning applications at the site.
- We note the comment regarding the opportunity for the site to be of high quality design and a low carbon development. The objectives of the Development Brief include to provide comprehensive development of the site, to require high quality

design, and to require traffic calmed safe neighbourhoods. Each Development Brief sets out a vision for the respective site.

- We note the comment regarding the need for an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing and infrastructure provision to secure an integrated approach. This is one of the roles of the development briefs, i.e. to hold each development to the same standards. In addition, Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites.
- Loss of Green Belt - The principle of development has been established through the adoption of the Plan. Appendix 4 of the LPPR sets out the infrastructure requirements across the PR sites; these would be funded by the site developers. Housing - 50% must be Affordable Housing; green belt land has been released for housing on the basis of meeting Oxford's unmet need; Policy BSC4 of the Local Plan requires an appropriate housing mix and provision on sites of this size for extra care, and encourages the provision of specialist housing for older and/or disabled people and those with mental health needs. Impacts re traffic, trees, biodiversity, etc. - this will be a matter for the planning application assessment.
- We note the comment that leaving design, sustainability and infrastructure requirements to Section 106 agreements alone brings risk. However, Section 106 agreements will take precedence over and have more weight than the development brief. Development of the site will be required to conform to the LPPR requirements. The development briefs are intended to guide landowners/developers as to how the site(s) should be developed.
- We note the comment made in relation to self-build and their success at Graven Hill. However, there is no planning policy requirement for the provision of self-build as part of the development.

#### 3.40 In response to comments raised by Oxford Cricket Club:

- We note the comments regarding the threats to the future of the club and the request for land at PR6b. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site." Appendix 4 of the LPPR, which sets out the infrastructure requirements for all of the sites, including open space and recreation. This includes formal sport pitch provision at PR7a, including one cricket ground.

#### 3.41 In response to comments raised by Greenway Golf:

- Section 7 doesn't set out the particular planning obligations that will be required. Under 7.1 it states that the planning application will need to be accompanied by a S106 Draft Heads of Terms, and under 7.2 that obligations will be secured via a Section 106 agreement and that in preparing a draft Heads of Terms applicants are encouraged to consult the LPPR Infrastructure schedule. In order for the LPA to require re-provision at Frieze Farm it would need to be included in Appendix 4 of the LPPR.
- We acknowledge the importance of recreation provision and note the comments regarding demand and availability. It is considered, however, that Policies PR6b and PR6c are sufficiently clear in the requirement for and securing of replacement golf course provision.
- Spatially there is merit to the suggestion of the secondary access being located at the existing park and ride junction. However, land levels would prevent the access from being achieved here. With regard to linkages to the south, the only

one proposed is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue.

- The Council's preference is for social housing and so we would expect to see 70% of the Affordable Housing and therefore 35% of all of the housing to be Social Rent. If the landowner wishes to develop housing for university accommodation this would need to be additional to the allocated 670 or form part of the non-Affordable housing.
- Policy PR6b requires that application(s) are supported by a Biodiversity Impact Assessment, a Biodiversity Improvement and Management Plan, measures for securing net biodiversity gain within the site and for the protection of wildlife during construction and measures for retaining and conserving protected/notable species within the development. Further details are set out in Sections 6.3.2 and 6.5 of the Development Brief, e.g. there is required to be a linear wildlife corridor/green buffer along the full length of the site's western boundary.

### 3.42 In response to comments raised by members of the public:

- The objectives of segregating traffic are captured in the development brief. It will be a matter for the planning application assessment to ensure these objectives have been met with the proposed development.
- The comments regarding the design of the Kidlington roundabout are noted; however, this is beyond the remit of the development brief as it falls outside the site. The development brief is not able to require more than the Local Plan policy.
- There are several requirements of the policy, some of which are elaborated upon within the Development Brief, which will secure mitigation for the development, particularly in regard to biodiversity, water, waste, soils
- Housing affordability is not within the scope of the Development Brief
- Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.
- It is worth noting that the development will not be low-density. Gross density may be 20 dwellings per hectare, but net density is substantially higher. Aside from density, these comments relate to the principle of development, which has been set through the adoption of the LPPR.
- Policy PR6b includes requirements relating to biodiversity net gain and the Development Brief includes outline measures in this regard. Policy PR6b also includes the requirement for 50% of the homes to be Affordable Dwellings. We will give further consideration to the provision of a walking and cycling connection to Linkside/Lakeside.
- The development will be required to retain satisfactory separation distances to existing properties to the south e.g. 22 metres from principal elevation to principal elevation, and 14 metres from side elevation to principal elevation. This will be aided by the required retention of a group of trees to the north of Nos. 104-110 Linkside Avenue, trees within the gardens of Linkside Avenue properties and, to the north of Jordan Hill, retained and/or new hedgerows
- We note the comments in relation to the design approach for the development of site PR6b. These comments go to the heart of the remit of the Development Brief. Page 35 of the Brief sets out the development principles for the Parkland Setting Character Area of the site and which includes 'pavilions in the landscape' -

individual apartment buildings of 3-4 storeys, set within a generous landscape or, in part of the site, a street-based layout of larger houses of 2-3 storeys in generous plots, either way.

- Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; this includes health care provision either at the local centres forming part of PR6a and PR8 or through redevelopment of Exeter Hall to accommodate existing practices
- Access and movement is a central component of the Development Brief. We note the comments made in relation to bus and train services in the area. However, the issues highlighted here go beyond the remit of the Development, the role of which is to expound how the Local Plan policy will be delivered.
- Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; this includes health care provision either at the local centres forming part of PR6a and PR8 or through redevelopment of Exeter Hall to accommodate existing practices

### 3.43 In response to comments raised by Savills:

- With regard to the level of detail, most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a development brief: ‘...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.’
- Highways requirements need to be balanced against protection of trees (both for ecological and arboricultural reasons) and tree loss avoided where at all possible. If there are transport solutions which avoid tree loss they should be pursued. That the character and appearance of the Oxford Road will change is reflected in the Development Brief.
- Policies PR6a and PR6b require, for each site, the provision of two points of vehicular access from and to existing highways. The local highway authority (LHA) advised that these accesses would need to be aligned, i.e. two cross road junctions. Discussions on the matter with the land promoters for the two sites have highlighted that they wished not to locate their accesses in this way. The land promoter's position has been discussed with the LHA, who have accepted a compromise position that is now shown in the Development Brief, i.e. the LHA is willing to forgo the requirement for two crossroad junctions provided that one access is a crossroad junction and is the primary access and the second access for each site is a left in left out access. The alternative to this compromise position would be to go back to two crossroad junctions. The remainder of the proposals to which Savills refer have been worked through with the local highway authority and are fully supported by the local planning authority; they are considered

necessary and important both from a highway and pedestrian safety perspective and for urban design reasons.

- With regard to bespoke parking standard referred to by Savills, it is not considered appropriate to refer to guidance or standards which have not yet been adopted. Section 6.4.6 requires car parking provision and design to accord with Oxford City parking standards (this being a development to meet Oxford's unmet need) and have regard to the Cherwell Residential Design Guide and to Manual for Streets. It is not considered necessary to change this.
- School location - there is little if any difference to PR6b whether the school is located centrally at PR6a or more to the north at PR6a.

### 3.44 In response to comments raised by Turnberry:

- Policies PR6a and PR6b require, for each site, the provision of two points of vehicular access from and to existing highways. The local highway authority (LHA) advised that these accesses would need to be aligned, i.e. two cross road junctions. Discussions on the matter with the land promoters for the two sites have highlighted that they wished not to locate their accesses in this way. The land promoter's position has been discussed with the LHA, who have accepted a compromise position that is now shown in the Development Brief, i.e. the LHA is willing to forgo the requirement for two crossroad junctions provided that one access is a crossroad junction and is the primary access and the second access for each site is a left in left out access. The alternative to this compromise position would be to go back to two crossroad junctions. The remainder of the proposals to which Savills refer have been worked through with the local highway authority and are fully supported by the local planning authority; they are considered necessary and important both from a highway and pedestrian safety perspective and for urban design reasons.
- The land promoter had been consulted on the previous draft and their comments were taken on board in formulating the final draft issued for public consultation, not least in terms of the layout, with the land promoter's layout being employed except where there are clearly policy reasons why certain elements will not be acceptable. The process that has been followed has been previously discussed and agreed with the land promoter. It has also been agreed in a Planning Performance Agreement between the parties that as far as possible the content of the Development Brief will be jointly agreed but that where disagreement remains the Council will have the final say. The Council will of course continue to engage with the land promoter. The Council's chief concern is to implement the Policy. The Council would respectfully disagree with the land promoter as to the status of the Development Brief and would encourage the land promoter to refer back to the agreed PPA.
- We welcome the land promoter's agreement that the Development Brief should shape the development. We appreciate the land promoter's desire for there to be less detail. Most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a



- development brief: '...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.'
- We would disagree in relation to the suggested lack of joint preparation. The Development Brief strikes an appropriate balance between the land promoter's desire for less detail and other commenters' desire for more. It sets out a vision and objectives for the site (Section 5), and a set of development principles (Section 6) for built environment (6.3), access and connectivity (6.4) and green infrastructure (6.5). The Development Brief accords with the National Planning Practice Guidance that has been quoted. If it was less detailed, it would lack teeth and would be less effective.
  - We understand the land promoter's desire for less detail but would respectfully suggest that the Development Brief strikes an appropriate balance, and does what Development Briefs are expected to do. Contrary to the land promoter's suggestion, the Development Brief does allow for different solutions, e.g. "could include" (page 29, 4th bullet), "the urban block structure and internal street network shown on Fig. 154...is indicative and expresses general principles (page 31), "there is an opportunity for..." (page 35, 2nd bullet), "alternatively..." (page 35, 3rd bullet, where different options are set out). Certain solutions are ruled out only where they would be unacceptable in highway safety terms or where they would conflict with the Cherwell Residential Design Guide and/or would not be supported at the planning application stage; for the Development Brief to be clear on these points not only fulfils the role of Development Briefs but it provides certainty to all parties not least the developer.
  - The objective of the Development Brief is to guide landowners and developers to an appropriate design solution that aligns with planning policy. The text of the Development Brief cited by the respondent reflects the requirement of Policy PR6b: "The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site..." The respondent will appreciate that the Development Brief cannot set new policy or deviate from policy. We would disagree with the suggested wording that would require planning applications to "state how they are in accordance with the Development Brief" - the Council considers this to be superfluous and unnecessary requirement. We would agree that, where an applicant wishes to deviate from what is required by Policy PR6b and/or the Development Brief it would need to set out detailed justification for any departure, but does not consider it necessary for this to be stated in the Development Brief.
  - The access strategy set out in the Development Brief has been prepared jointly with Oxfordshire County Council, who have advised on the necessary junction types. As stated above, it had been intended that the Development Briefs would require two crossroad junctions but in order to allow the land promoters / developers more flexibility we have compromised on the need for both access points to be crossroads, only requiring one on the condition that the second access for each site is left in left out, in order to convey cyclists and pedestrians safely along the corridor as a priority and to ensure bus services flow freely as possible. We would invite Turnberry to discuss this further with CDC and OCC.
  - We would disagree with the comments in relation to character areas; the effect of the change would be to allow for an unlimited number of character areas which would negate the purpose of having character areas and would dilute the character of the development. Storey heights have not been arrived at arbitrarily or by one designer, but have been discussed between multiple designers and

planners. The Development Brief has been consulted upon and has provided a genuine opportunity for public involvement in placemaking. We would also note that planning application(s) for the site will be considered and determined by the local planning authority.

- We agree that the character of Oxford Road is an important consideration. The Development Briefs set out the design principles for the location of pedestrian and cycle routes, and for the public realm. Tree retention and active frontage are not mutually exclusive principles. We agree that some of the interventions should be seen as an opportunity to enhance rather than preserve, but the respondent will appreciate that there are also requirements, e.g., in terms of biodiversity, which will be aided by retention where possible.
- Most of the trees shown on the Oxford Road frontage are proposed new trees. There are 1 or 2 retained trees indicated between the northern access and public walking and cycle route beyond it, and there is a group of trees between the existing public right of way and the southern access which would need to be retained, albeit that the Development Brief does allow for thinning out (page 33, 2nd bullet, and page 48, 2nd bullet). The suggested replacement text would lack teeth and ineffective.
- Public walking and cycle routes are one of the key components of the Development Brief and responds to the requirements of part 8(c) of Policy PR6b. There is no justification for deleting this element of the Brief.
- That the sites may be brought forward separately is not precluded by the text as drafted - there is no good reason why it needs to be amended
- With regard to comments on active frontages, figure 11 sets out site opportunities, not requirements. An active frontage along Oxford Road is certainly an opportunity. The respondent's reasons for changing this text are not well founded.
- The suggested addition of the words "or replaced" in relation to trees would allow for the removal of the high and moderate quality trees. This is unacceptable. The respondent suggests that the quality of 'high quality trees' "may merit replacement". The comment would make sense if the quoted text just referred to trees in the broad sense, but this is not the case.
- The Development Brief is intended to provide guidance, and the text builds in the appropriate caveats. It would be inappropriate and unnecessary to make the changes suggested. The junction hierarchy is a direct response to the emerging plans of the land promoters and their desire for flexibility.
- We note points made in relation to biodiversity net gain, but the statements at para 47 are factual and do not in themselves stipulate a requirement.
- A central location for the school would be preferable from an urban design perspective, but unfortunately the constraints presented by the site's changing levels, the archaeology and the extent of the developable area in the central location mean that a central location for these uses is not achievable without harming the archaeological remains or encroaching into the Green Belt. The northern location is not constrained in these ways and is also where the adopted planning policy shows the local centre to be located.
- We support the request for continued engagement and collaboration. We disagree with the land promoters for PR6a and PR6b that there are competing tensions. We are pleased that the land promoters are carefully considering potential friction points at junctions.

#### 3.45 In response to comments made by OCC:

- The Development Plan requirement for specialist housing stands irrespective of whether it is reiterated in the development brief.

- The Stratfield Brake proposals do not form part of the Development Plan and at the present time no application for planning permission has been received. It can therefore not be a consideration in the preparation of the Brief.
- With regard to digital infrastructure, innovation, sustainable construction, future transport modes and also the Local Transport and Connectivity Plan, the requested text was not included for PR7b and PR9 and it is important there is consistency across the development briefs. It is not appropriate to refer to documents as yet unadopted, e.g. the Local Transport and Connectivity Plan, and the Innovation Framework. These will be material considerations when planning applications are submitted.
- For the same reasons the requested changes re car parking provision, cycle parking and the Oxfordshire Street Design Guide have not been made. It is important that the Cherwell Residential Design Guide takes primacy.
- The location of the primary school has been discussed in detail with OCC. Modelling discussed between CDC, OCC and the land promoter has shown only two locations workable from OCC's perspective, the central location preferred by the land promoter and the northern location shown in the Development Brief. Unfortunately, given the constraints in the centre of the site and the lack of flexibility possible to the layout of the school site, the central location is not possible. There are no inconsistencies in the Development Brief with regard to the school location - the early chapters reflect the LPPR proposals map, whereas Fig 1 and Chapter 5 onwards show the northern location that will be required if there remains insufficient flexibility on the layout of the school site.

### Summary of Changes

- 3.46 In response to a comment by Berks, Bucks and Oxfordshire Wildlife Trust, the biodiversity requirements set out on page 49 of the Brief have been amended to emphasise the importance of wildlife connectivity.
- 3.47 In response to comments by the Harbord Road Area Residents Group,
- a sentence has been added at Section 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- 3.48 In response to comments by Greenway Oxon,
- Page 19, 1st bullet - amended to state: "The site is currently in use as a golf course and club. An alternative site for the course at Frieze Farm (PR6c) has been identified in the LPPR. Policy PR6b requires a programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course before development commences under policy PR6b)."
  - a sentence has been added at Section 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- 3.49 In response to comments by Savills,
- page 39, Figure 17 has been amended to reflect what is shown in the equivalent figure for the PR6a Development Brief.
  - 4.2.4, 4th bullet - "provides opportunities to" has been changed to "may"

3.50 In response to comments by Turnberry on behalf of the landowners,

- page 31, 2nd paragraph - amend amend "Fig. 145" to "Fig. 15" and "Fig. 154" to "Fig. 14"; 3rd paragraph - amend "Fig. 154" to "Fig. 14"
- page 1, page 24, "detailed design requirements" has been changed to "delivery requirements"
- figure 12 - "new improved pedestrian bridge" amended to "Improved railway crossing"
- page 23, text re the southbound bus lane has been amended as per Turnberry's suggestion
- page 44, 1st bullet - after 'Detailed designs' added "should promote cycle and pedestrian safety and"

3.51 In response to comments by Oxfordshire County Council,

- reference to the aggregate rail depot has been added to figure 10 and section 4.1
- section 4.2.5 - the 2nd bullet point has been amended to read: "Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans."
- section 6.4.6, second paragraph amended to read: "Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, including provision of hire vehicles such as e-scooters and e-bicycles, automated vehicle idling points, potential AV, cargo bike storage and an electric car club, together with features such as locker and storage space enabling delivery consolidation, delivered in association with reduced car parking requirements across the site."
- section 6.4.6, sentence added preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."
- various minor edits have been made to the text, including in relation to the promotion of health and wellbeing, cycle parking, cycle route connectivity, and the lead local flood authority.

## **4.0 Conclusion and Reasons for Recommendations**

4.1 Overall, officers are happy to conclude that the Development Brief for the site accords with Policy PR6b and the vision and objectives for the site, and that it provides an

appropriate framework for the development of the site – adherence to the Brief will be important in achieving an acceptable form of development.

- 4.2 It is recommended that the planning committee approves this Development Brief as a framework for the development and delivery of site PR6b - Land West of Oxford Road and that it will be a material consideration in the determination of any future planning applications for the site.

## **5.0 Consultation**

Councillor Colin Clarke - Lead Member for Planning (briefing only)  
Councillor George Reynolds, Chairman – Planning Committee (briefing only)

## **6.0 Alternative Options and Reasons for Rejection**

- 6.1 The following alternative options have been identified and rejected for the reasons as set out below.

Option 1: Not to endorse the Development Brief. Since Policy PR6b requires the planning application for the site to be supported by and prepared in accordance with a Development Brief, this option would require a new Brief to be prepared, adding significant expense for the Council and delaying delivery of the development.

Option 2: To request further significant changes to the Development Brief. Officers consider that the final brief presented to Members represents an appropriate response to Local Plan policy and will assist in achieving high quality development. This option would also delay the determination of any planning application and may require further public consultation, thereby creating uncertainty.

## **7.0 Implications**

### **Financial and Resource Implications**

- 7.1 External work on the development briefs is being funded by the respective site promoters through Planning Performance Agreements but controlled directly by Council officers. Costs for internal work are included in existing budgets.

Comments checked by:  
Kimberley Digweed, Service Accountant. [kimberley.digweed@cherwell-dc.gov.uk](mailto:kimberley.digweed@cherwell-dc.gov.uk)

### **Legal Implications**

- 7.2 The purpose of the development brief for site PR7a is to identify how national and local policy requirements and guidance will be applied to achieve high quality sustainable development at this location. Once approved by the Council the brief will be a material consideration in the determination of future planning applications at the site.

Comments checked by:  
Shahin Ismail, Assistant Director - Law and Governance and Monitoring Officer

Shahin.Ismail@Cherwell-DC.gov.uk

### **Risk Implications**

- 7.3 The relevant Local Plan policy requires a Development Brief to be produced. Whilst not a reason for approval, not approving the brief may require re-consideration of the Planning Performance Agreement with the respective promoter. This and any other arising risks are monitored through the service operational risk and will be escalated to the Leadership Risk Register as and when required.

Comments checked by:

Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
Celia.Prado-Teeling@cherwell-dc.gov.uk

### **Equality & Diversity Implications**

- 7.4 The proposed brief supports Local Plan policy that has been the subject of Equalities Impact Assessment and has been reviewed in line with this report. As there are no new impacts arising from this report, no new mitigations are required.

Comments checked by:

Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
Celia.Prado-Teeling@cherwell-dc.gov.uk

## **8.0 Decision Information**

### **Key Decision**

**Financial Threshold Met:** N/A

**Community Impact Threshold Met:** N/A

### **Wards Affected**

Kidlington East

Other wards affected by Partial Review sites: Kidlington West

### **Links to Corporate Plan and Policy Framework**

Business Plan Priorities 2021-2022:

- Housing that meets your needs
- Leading on environmental sustainability
- An enterprising economy with strong and vibrant local centres
- Healthy, resilient and engaged communities

### **Document Information**

**Appendix 1:** Development Brief – Land West of Oxford Road

**Appendix 2:** Summary of representations and officer responses

## **Background papers**

**None**

## **Reference Documents**

Cherwell Local Plan 2011-2031 Partial Review:

<https://www.cherwell.gov.uk/info/83/local-plans/215/adopted-cherwell-local-plan-2011-2031-part-1-partial-review---oxfords-unmet-housing-need>

## **Report Author and contact details**

Nathanael Stock, General Developments Team Leader

01295 221886

[Nathanael.Stock@cherwell-dc.gov.uk](mailto:Nathanael.Stock@cherwell-dc.gov.uk)

# PR6b Land West of Oxford Road Development Brief Cherwell District Council August 2022

Page 192





Alan Baxter



# PR6b Land West of Oxford Road Development Brief Cherwell District Council August 2022

## Contents

1.0 Introduction .....	3	6.0 Development Principles .....	27
1.1 Background .....	3	6.1 Sustainable construction and energy efficiency.....	27
1.2 Purpose and status of the Development Brief.....	5	6.2 Healthy place shaping .....	28
1.3 Structure of the Development Brief.....	5	6.3 Character and layout .....	29
1.4 Consultation and stakeholder engagement .....	6	6.4 Movement and access .....	38
2.0 The Strategic Vision and Context.....	8	6.5 Green infrastructure .....	47
2.1 Local Plan Partial Review Vision.....	8	6.6 Community infrastructure .....	55
3.0 Context.....	14	6.7 Heritage and archaeology .....	55
3.1 The Planning Policy Context .....	14	6.8 Utilities and infrastructure.....	56
3.2 The Site Context .....	17	7.0 Delivery and monitoring.....	57
4.0 Site Appraisal.....	19	7.1 Information to accompany planning applications .....	57
4.1 Site Constraints .....	19	7.2 Securing comprehensive development .....	57
4.2 Site Opportunities .....	21	7.3 Monitoring.....	58
5.0 Vision and objectives .....	24	Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents	
5.1 Vision.....	24		

# Executive summary

The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies Land West of Oxford Road as one of six strategic housing sites. A comprehensive Development Brief is required as guidance for future planning applications.

This Development Brief has been jointly prepared between Cherwell District Council, Oxfordshire County Council, Oxford City Council, landowners and key stakeholders. It is a material planning consideration in the determination of any future planning applications for the site.

The Development Brief includes a review of the site's context including the LPPR strategic vision and spatial strategy and the site specific development constraints and opportunities. Based on this analysis it goes on to provide a site specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design.

## Site location

The site comprises 32 hectares of land to the north of Oxford City and the suburb of Cutteslowe. The site is bounded by the A4165 (Oxford Road) to the east and the railway line to Oxford to the west. The site comprises a golf course and contains groups of trees, woodland, hedgerow and a pond. The site is located in close proximity to Oxford Parkway Station and is accessed from Oxford Road.

## Vision and development framework

The site specific vision for Land West of Oxford Road is as follows and is explored in Chapter 5 of the Development Brief:

*Land west of Oxford Road will become a contemporary urban extension and a gateway to Oxford city fronting Oxford Road that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the east on site PR6a. Homes will be set within a well-treed landscape comprising the retained mature trees of the former golf course and green infrastructure corridors, while opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network including direct delivery of high quality cycle lanes on Oxford Road and facilitating access across the railway line towards Oxford North.*

Policy PR6b of the LPPR sets out the policy requirements for the site which include:

- Residential development
  - 670 net dwellings on 32 hectares of land
  - 50% affordable housing
- Formal sports, play areas and allotments within the developable area
- Railway footbridge - land reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site
- Emergency services infrastructure

Site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs to enable the sites to be developed independently. To achieve good place making, the briefs have been co-ordinated, to deliver, as far as possible, a coherent north Oxford neighbourhood.

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR6b. Development Principles which provide further detail to underpin the delivery of this development framework are set out in Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.

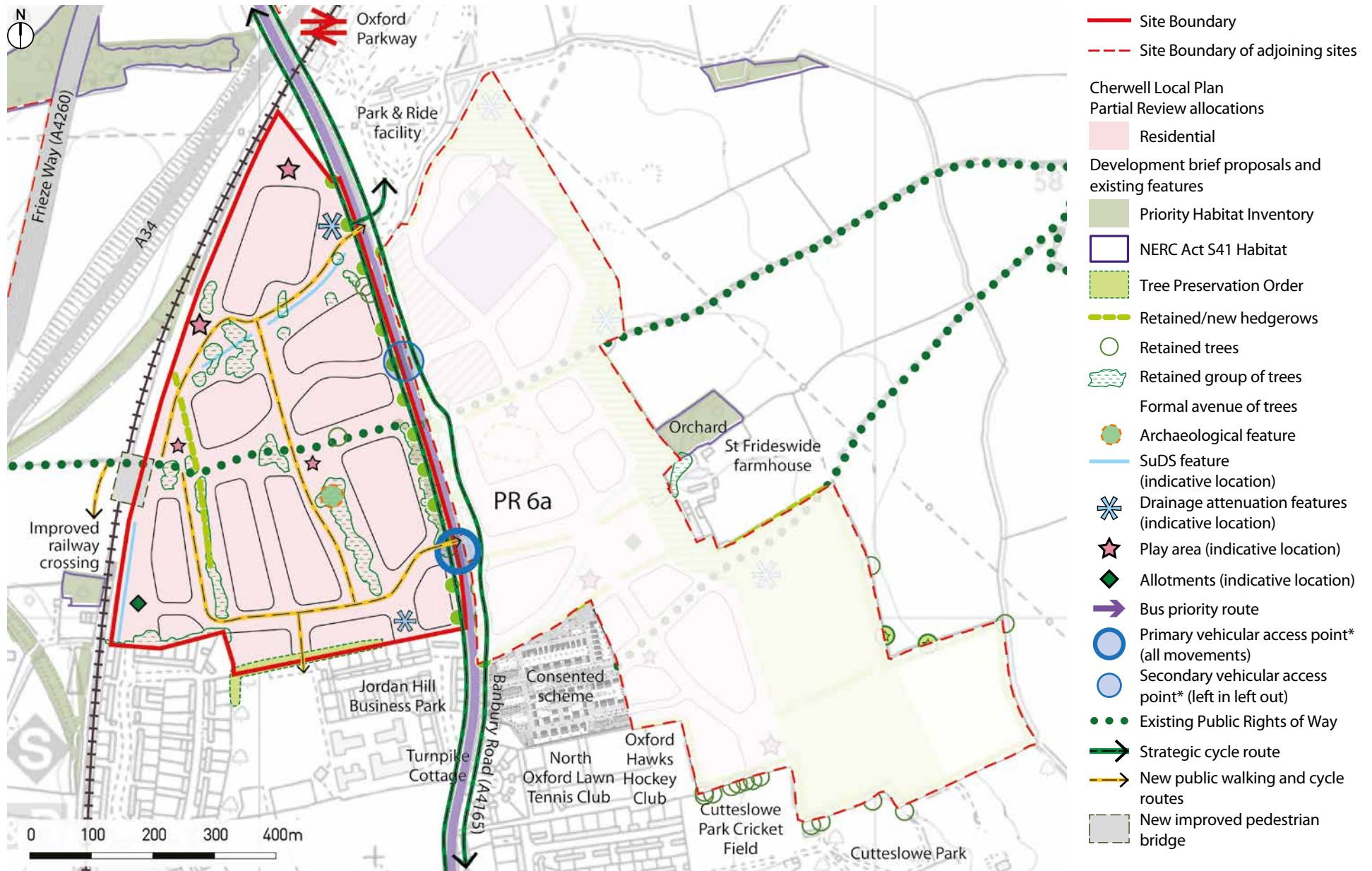


Fig. 1: Development framework

\*Subject to highway testing

# 1.0 Introduction

## 1.1 Background

The Cherwell Local Plan 2011-2031 (Part 1)<sup>1</sup> which was adopted in July 2015 (“The 2015 Plan”) committed the Council to work jointly with 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 boundaries 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.

The Council has now undertaken this ‘partial review’ with the adoption of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need in September 2020 (LPPR)<sup>2</sup>.

The Partial Review which is effectively a supplement or addendum to the 2015 Plan, 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 LPPR provides for the development of a total of 6 strategic housing sites that will best achieve the Council’s vision and objectives and deliver sustainable development of, in total, 4,400 new homes to meet Oxford’s needs together with supporting infrastructure. The LPPR requires single comprehensive, outline schemes for the entirety of each strategic site.



Each of the site allocations has a policy which sets out its key delivery requirements and place shaping principles, and each allocation is supported by a Policies Map.

Each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site which has been jointly prepared by the landowner(s), Cherwell District Council, Oxfordshire County Council and other stakeholders, including Oxford City as appropriate. The site allocation policy also sets out a series of requirements that the Development Brief should address.

This is the development brief to guide the development of Land west of Oxford Road, site PR6b. The Development Brief has been prepared in accordance with policy requirements, the site allocation policy and the Policies Map. As well as including the required detail, the Development Brief also reflects the detailed key delivery requirements and place shaping principles as set out in the policy.

Site	Housing allocation		
<b>North Oxford</b>			
Policy PR6a – Land East of Oxford Road	690	N.B. Site allocation PR6c shown on Fig. 2 is the allocation of Land at Frieze Farm which is reserved for the potential construction of a golf course should this be required as a result of the development of Land West of Oxford Road under Policy PR6b.	
Policy PR6b – Land West of Oxford Road	670		
<b>Kidlington</b>			
Policy PR7a – Land South East of Kidlington	430		
Policy PR7b – Land at Stratfield Farm	120		
<b>Begbroke</b>			
Policy PR8 – Land East of the A44	1950		
<b>Yarnton</b>			
Policy PR9 – Land West of Yarnton	540		
<b>Total</b>	<b>4400</b>		

Housing allocations (LPPR)

-  Allocation site boundaries
-  Key sustainable movement routes (public transport and/or walking/cycling)

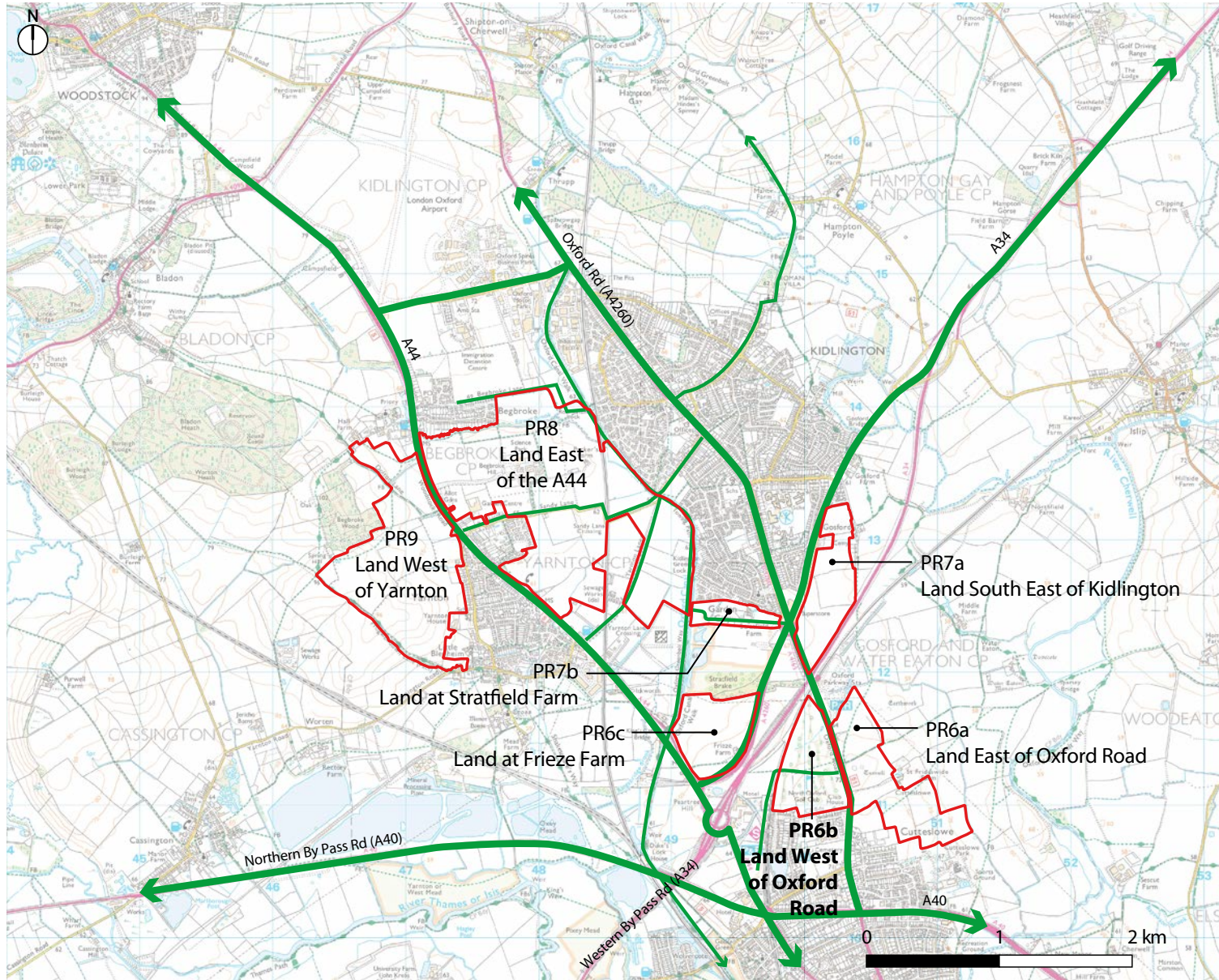


Fig. 2: Local Plan Partial Review Site Allocations Location

## 1.2 Purpose and status of the Development Brief

### 1.2.1 Purpose

The Development Brief has 4 main objectives:

- To work jointly with landowners to create a site specific vision to guide future site development in a manner which supports the wider aims of the LPPR spatial strategy for North Oxford, Kidlington and the A44/A4260 Corridors
- To provide a development framework and a clear set of site specific development principles to inform the submission and determination of planning applications and achieve comprehensive and holistic development in accordance with the LPPR site policy
- To improve the efficiency of the planning and development process by reducing uncertainty and setting a framework for development that provides landowners, developers and the wider community with clear guidance on what is expected from development
- To raise the standard of design and to create exemplary places which are functional, beautiful and which engender a sense of community.

The Development Brief, where necessary and appropriate, proposes or reflects solutions and proposals outside the individual site boundary to help facilitate a joined up approach to development.

The Development Brief should be read in conjunction with relevant Development Plan policies, national planning policy and guidance and the Council's adopted Supplementary Planning Documents ("SPD"). Particular attention is drawn to the Council's design policies and guidance including Policy ESD15: The Character of the Built and Historic Environment, and the Cherwell Design Guide SPD which provides design guidance relevant to the District as a whole. Further information on relevant Policy and guidance is provided in chapter 3 and throughout the Development Brief.

### 1.2.2 Status

The Development Brief has been endorsed by Cherwell District Council's Planning Committee<sup>6</sup>. It will be used as a material planning consideration in the determination of any planning applications for the site.

For the avoidance of doubt, the Development Brief does not have the status of a Supplementary Planning Document and does not introduce new planning policy.

## 1.3 Structure of the Development Brief

The structure of the Brief is as follows:

**Chapters 1 to 3** provide contextual information relating to the site and the Development Brief process, including the strategic vision and spatial strategy for the North Oxford, Kidlington and A44 corridor.

**Chapter 4** provides a synthesis of policy context and important site constraints and opportunities which are to be reflected in the site's development. This builds on the LPPR Evidence Base.

**Chapter 5** describes the site specific vision and development objectives.

**Chapter 6** contains a comprehensive set of design and development principles for the site which respond to the site opportunities, constraints and context set out in the preceding chapters and which are to be reflected in planning applications.

**Chapter 7** lists the information which will be required to accompany a planning application.

<sup>6</sup>Insert date here and hyperlink to Committee Minutes when available

## 1.4 Consultation and stakeholder engagement

The Development Brief has been jointly prepared by Cherwell District Council and the site owners and their representatives and in consultation with Oxfordshire County Council and Oxford City Council.

Throughout the process there has been engagement and consultation with the following stakeholders in addition to those mentioned above:

- Parish Councils
- Thames Valley Police
- Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)
- Thames Water
- Environment Agency
- Scottish and Southern Electric (SSE)
- Network Rail
- Natural England
- Sport England

This has included collaborative workshops focussing on key stages during the preparation of the Development Brief:

- Baseline review and analysis
- Vision and development principles

These collaborative workshops with specialist stakeholders, were preceded by a joint workshop in October 2018 with Parish Councils, landowners and their representatives and stakeholders. This workshop introduced the Development Brief process, provided an opportunity for site promoters and stakeholders to introduce themselves, and enabled Parish Councils to explain their aspirations/ requirements for the Development Briefs.

Technical information and emerging design work provided by the landowners and their representatives has been considered by the Council in preparing the Development Brief.

### 1.4.1 Community Engagement

Public consultation on the Draft Development Brief took place between 26 January 2022 and 8 March 2022.

Comments received have informed the final Development Brief.





Aerial view of site PR6b

# 2.0 The Strategic Vision and Context

## 2.1 Local Plan Partial Review Vision

The LPPR vision across all sites is:

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.

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

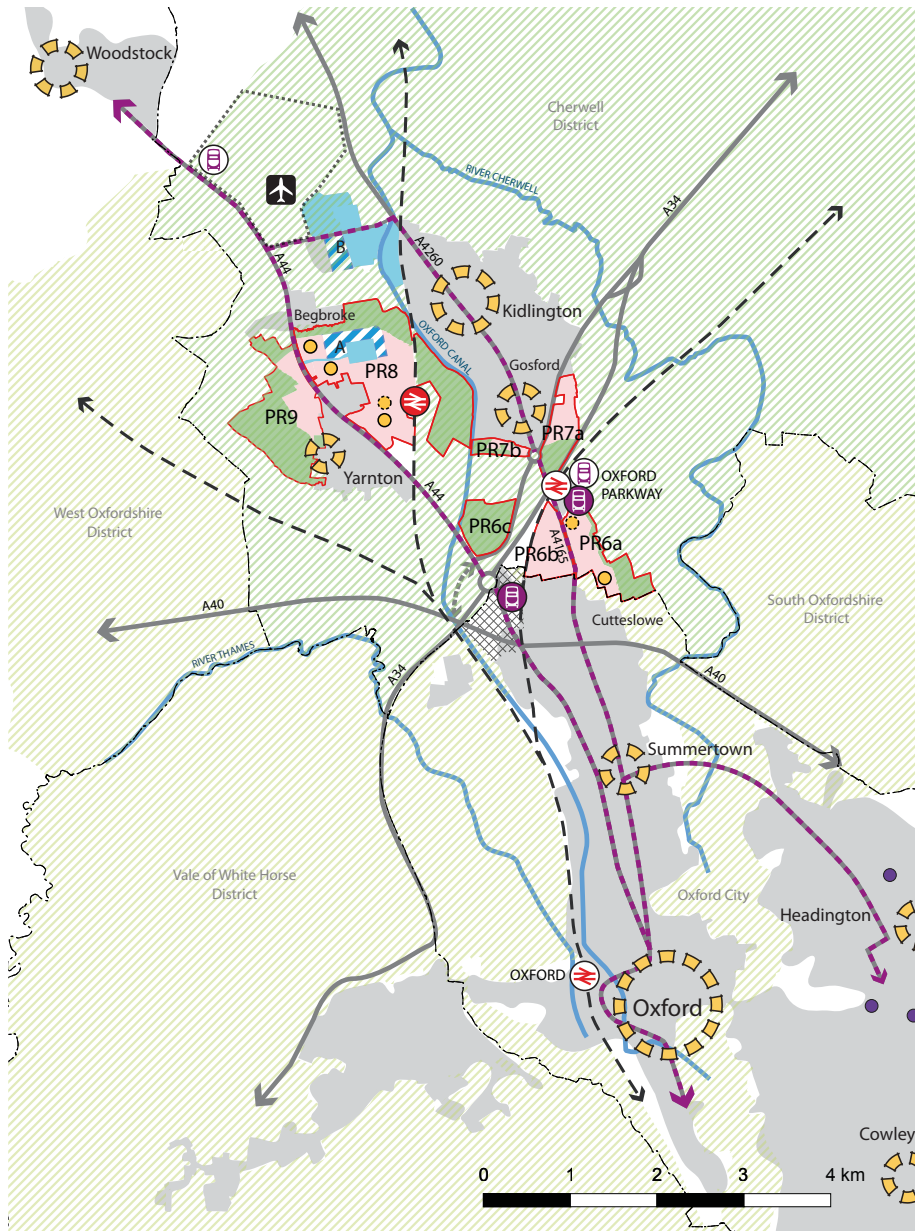
To deliver this vision, the LPPR identifies sites for new homes in locations which have the strongest socio-economic connections to Oxford, and which can deliver the necessary social, movement and green infrastructure to support the health and wellbeing of the population.

The sites are located at the edge of existing communities to the north of Oxford and will be integrated with them to share the benefits of new facilities and support existing local centres, in particular Kidlington village centre.

### 2.1.1 The Role of Individual Sites

Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram Fig. 3 overleaf, and thematic figures 4-7 which follow. Full details of each site's role are contained with LPPR policies.

Site PR6b, and the adjacent site PR6a, will become an attractive gateway to Oxford city and will take the form of urban extensions. The site is adjacent to Oxford Parkway Station/Park & Ride and the A34 corridor, and has excellent access to rail and bus services into Oxford. New streets will increase accessibility between the Station, Oxford North, existing neighbourhoods and public rights of way. New development frontage to Oxford Road will create an attractive arrival into the city. Walking, cycling and public transport improvements which are planned as part of the County Council's transport strategy for the north Oxford and southern Cherwell area will be delivered in part by this development.



© ABA

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

N.B The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

2.1.2 Economic relationships

The sites are located in close proximity to local centres, key employment sites and sites which have an important economic relationship with Oxford and form part of Oxfordshire’s ‘Knowledge Spine’. These include existing locations within Cherwell (Oxford Parkway Railway Station, London-Oxford Airport, Langford Lane commercial area in Kidlington and Begbroke Science Park) and within the city of Oxford (the Oxford North site), which will be a key driver of employment growth.

Page 204

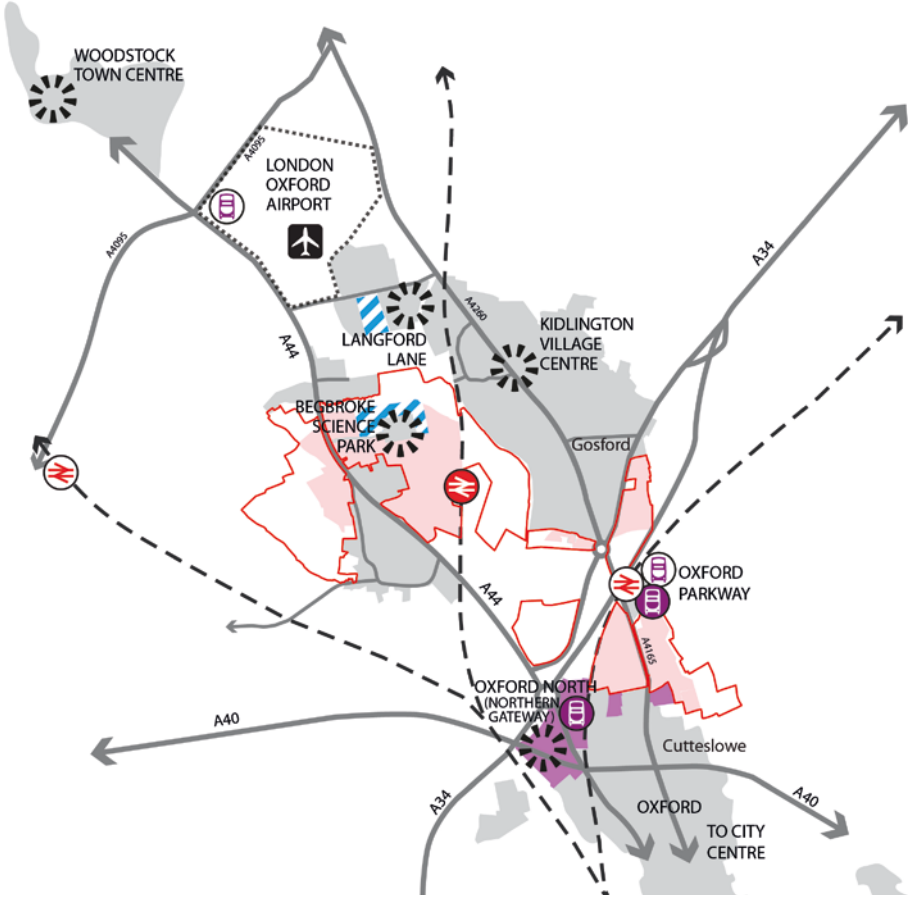


Fig. 4: Economic links

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- Proposed employment area
- Employment centres
- Existing rail station
- Potential new station
- Existing Park & Ride
- New or expanded Park & Ride

2.1.3 Sustainable movement corridors

All sites are located on the major public transport routes of the A44 and A4260/ A4165 connecting southern Cherwell to Oxford City and Oxford Parkway station. Significant enhancements to public transport and walking and cycling provision are to be delivered on these routes through the County Council’s Local Transport Plan and its strategy for Park & Ride and Rapid Transit. Additional walking and cycling routes are to be created through corridors of green infrastructure including the Oxford Canal corridor.

The emphasis on sustainable modes of travel enables less ‘car-centric’ movement patterns, promotes active and healthy travel choices and supports inclusion through the provision of convenient, accessible and affordable travel to places of work, recreation and community services.

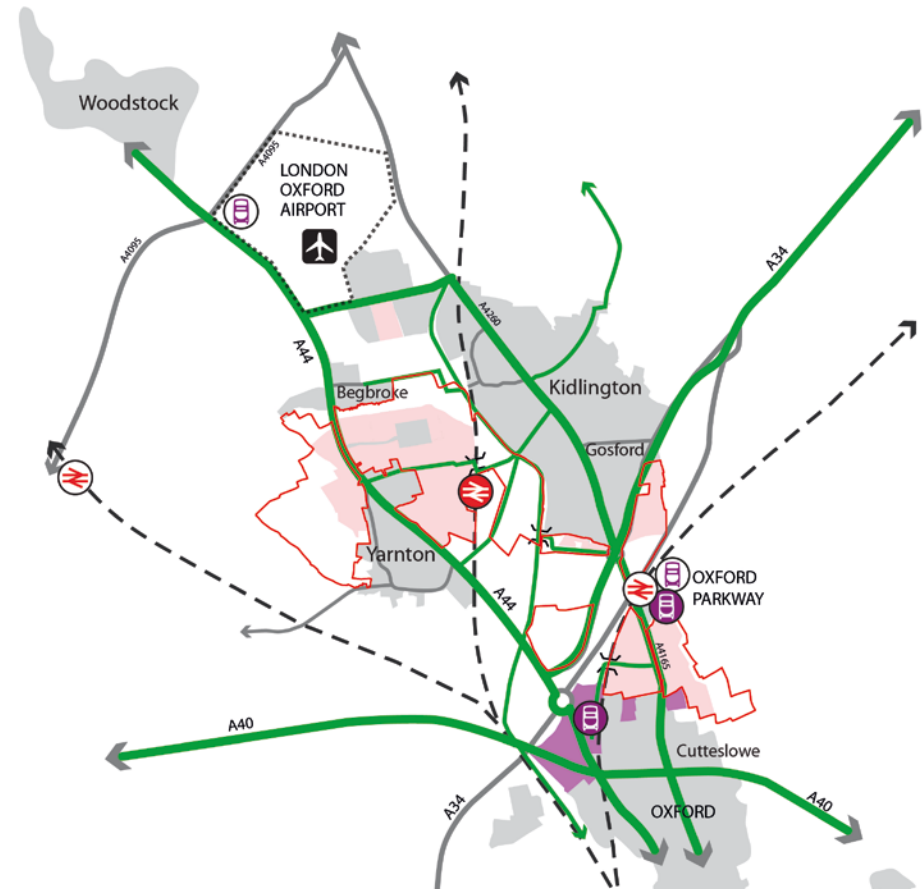
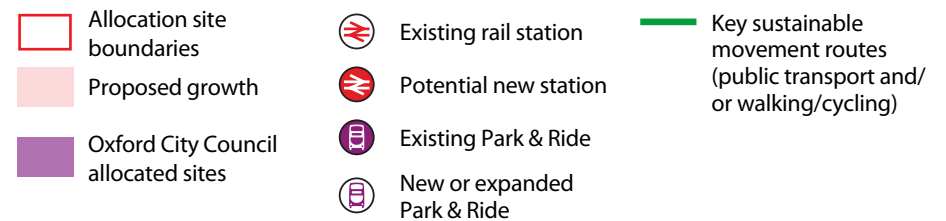


Fig. 5: Sustainable movement routes



2.1.4 Strategic green infrastructure corridors

The sites deliver significant areas of new publicly accessible green infrastructure (GI) and new areas of wildlife habitat which form part of strategic GI corridors:

- ① to the west of Yarnton, Begbroke and Oxford
- ② along the Oxford Canal
- ③ to the east of Oxford and Kidlington/Gosford
- ④ between Kidlington/Gosford and Oxford

The corridors provide an attractive setting for development and have multiple benefits. They help to maintain separation and distinction between individual settlements; create an appropriate edge and access to the countryside; protect and enhance natural, historic and biodiversity assets; provide corridors for wildlife; and provide leisure and recreation opportunities and walking/ cycling routes which encourage health and wellbeing in the existing and new population. Further details of the strategic GI corridors are shown in Appendix 6 of the LPPR.

Page 206

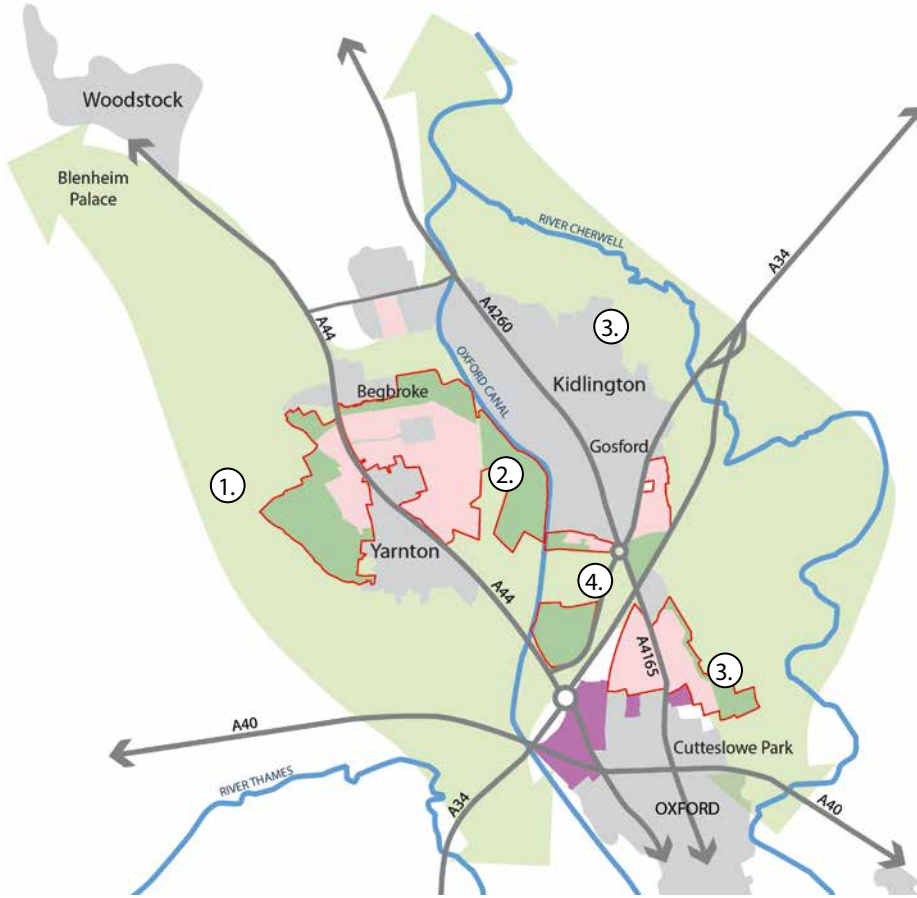
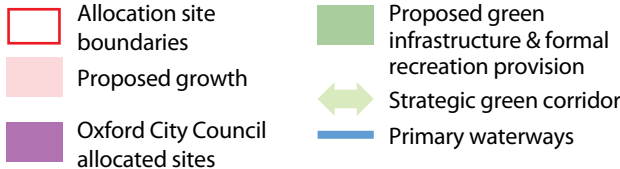


Fig. 6: GI corridors



2.1.5 Community services

The planned local provision, through the new housing development, of schools (a primary school in North Oxford and two primary schools and a secondary school at Begbroke), new local centre facilities (in North Oxford and Begbroke) and formal sports/play areas, provides new facilities which benefit the existing and new population.

Locating facilities within the sites in accessible locations will further support and enhance the potential for widespread uptake of walking and cycling for local trips. The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

Page 207

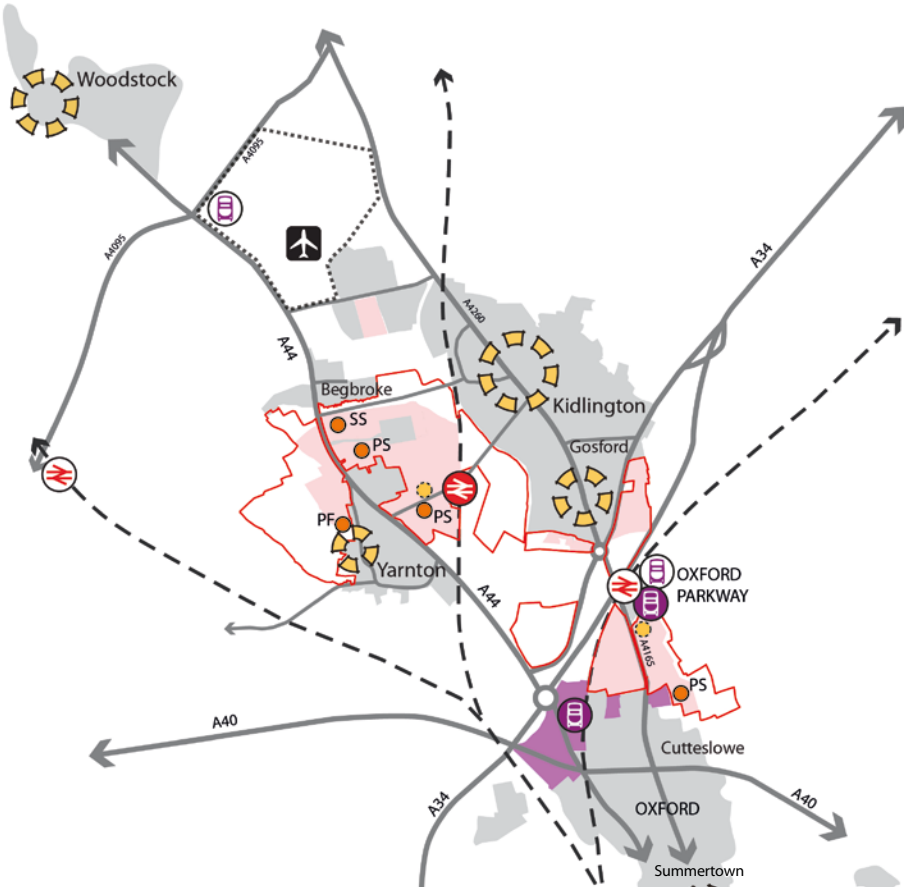
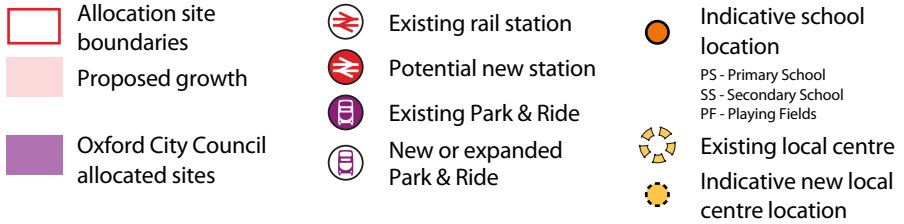


Fig. 7: Local centres and schools



## 3.0 Context

### 3.1 The Planning Policy Context

The site subject to this Development Brief - Land West of Oxford Road – is guided by Policy PR6b of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR6b) the LPPR also contains a number of policies which seek to guide the development of each of the sites and ensure they deliver the homes that are needed, supported by the necessary infrastructure.

Where appropriate, these policies have influenced the content of the Development Brief. All planning applications will be assessed against these policies.

#### Policy PR6b - Landuse Requirements

An urban extension to Oxford City on 32 hectares of land to the west of Oxford with the following land use requirements:

- Residential development
  - 670 net dwellings on 32 hectares of land
  - 50% affordable housing
- Formal sports, play areas and allotments within the developable area
- Railway footbridge - Land reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site
- Emergency services infrastructure

The landuse requirements have been included in the brief for reference only.

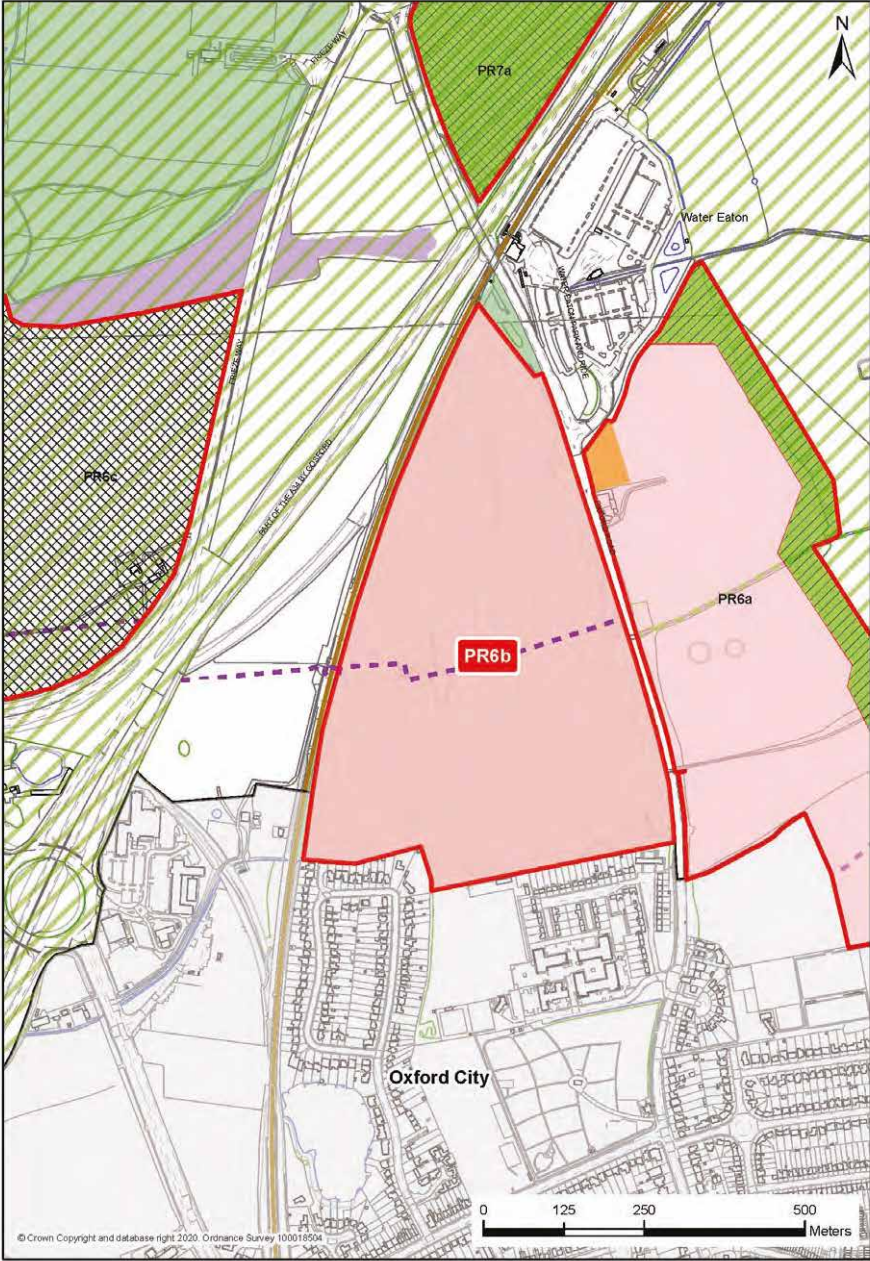
#### 3.1.1 Relationship between PR6a and PR6b

Both of the site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs which relate to each site only. Each site has different constraints and opportunities, different characteristics, different land use requirements and will have different place-shaping and development principles. Land ownerships are subject to change and planning circumstances may require the sites to be brought forward separately.

It is therefore important that each sites can be developed independently of the other. However, to achieve good place making, the sites should, as far as possible, 'work' together, as a coherent north Oxford neighbourhood. This is possible given their location and proximity to one another either side of a key transport corridor into Oxford. For example, there should be a consistency in approach across PR6a and PR6b in order to deliver a joined-up movement strategy, and an attractive gateway to the city.

Each individual development brief will therefore establish development principles which will show how the sites can be each be developed alone, as well as how the sites can be developed to work alongside each other comprehensively.





-  Site Boundary
-  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

Fig. 8: Policy 6b Land use Requirements

### 3.1.2 Submission of Planning Applications

Applications for planning permission for housing in Cherwell to meet Oxford's unmet housing needs will be considered having regard to the policies of the Development Plan and other material considerations such as the National Planning Policy Framework and Planning Practice Guidance.

The Council will need to assess whether or not development proposals meet the vision, objectives and policies of the LPPR and any other relevant policies from other parts of the Development Plan. This Development Brief is a material planning consideration. See Section 1.2 which explains the status of the Development Brief.

Other material considerations will include relevant Supplementary Planning Documents (SPDs). A list of relevant policy and guidance that has informed this Development Brief is provided at Appendix A.

Further guidance on the submission of planning applications is given in section 7.0 of this Development Brief.

## 3.2 The Site Context

This section provides a brief overview of the site and its context.

### 3.2.1 Location and Size

- 32 hectare site to the north of Oxford City, and west of Oxford Road. The site is bounded by the A4165 (Oxford Road) to the east, and the railway line to Oxford to the west.
- To the south lies the Oxford suburb of Cutteslowe comprising a range of larger detached/semi-detached houses and more modest modern terraces/ bungalows and flats.
- To the east of the site beyond Oxford Road is the allocation for Land East of Oxford Road (PR6a).
- To the south of the site along Banbury Road is the 19th century turnpike toll house which is a Grade II listed building.
- A post- medieval milestone is located on Oxford Road.
- The nearest buildings include Jordan Hill to the south and a former farmhouse complex on the opposite side of Oxford Road within PR6a.

### 3.2.2 Site Features

- The site comprises an operational golf course and club and its associated buildings including greenkeeper's yard and clubhouse. These buildings are no more than single storey.
- The site generally falls from a high point in the centre towards each of its boundaries.
- The ploughed remains of a round barrow (of unknown date) is located in the central, southern portion of the site.
- There are numerous native and ornamental trees within the site along with areas of woodland and scrub, a species rich hedgerow, a pond and a drainage ditch.

### 3.2.3 Existing Access and Movement Network

- Vehicle access to the site is via the golf course entrance on Oxford Road.
- Oxford Road is served by frequent bus services to Oxford, Kidlington, Bicester and Banbury. Bus stops are shown on Fig. 9.
- Oxford Parkway rail station and the Park & Ride are located immediately to the north east with good train links to Oxford and London.
- A signalised crossing point is located on the Oxford Road adjacent to the Park & Ride facility with two further crossings located on the Banbury Road further south.
- A public right of way crosses the golf course and the railway line via footbridge. At its eastern end, this links almost directly to a bridleway running east west across Land East of Oxford Road – PR6a.
- National Cycle Network Route 51 runs along the Oxford Road.

### 3.2.4 Development proposals in Surrounding Areas

- The land to the east of the Oxford Road is allocated in the LPPR for the development of 690 dwellings (Land East of Oxford Road - PR6a).
- Other allocated sites in the vicinity of the site include Oxford Local Plan 2016-2036 sites: SP24 (St Frideswide Farm) to the south east, SP52 on the cricket pitches to the south, and SP28 at the Pear Tree Farm on the other side of the railway line. SP24 and 28 would be wholly residential, SP52 possibly with complementary B1 employment uses.
- The area to the south-west of the railway line is the site known as Oxford North. This is an employment-led mixed use development allocated within the adopted Oxford Local Plan.
- There is a safeguarded aggregate rail depot to the north east of Oxford Parkway Station allocated under Policy M9 of the Oxfordshire Minerals and Waste Core Strategy.

### 3.0 Context

- PR 6b site boundary
- Site boundary of adjoining sites
- - - Cherwell District boundary
- ▨ Lower Cherwell Valley Conservation Target Area
- Green Belt
- Green space
- Safeguarded Rail Depot
- ▲ Pond
- - - Ditch
- Existing farmhouse
- ✳ Medieval features
- Listed buildings and curtilage
- Archaeological feature
- Anglo Saxon Barrows area of preservation
- Post-medieval milestone
- ➔ 'A' road
- ➔ 'A' road and bus priority route
- ➔ Existing vehicular access
- ➔ Existing pedestrian access
- Public right of way
- National Cycle Route 51 / cycle lane
- Signalled crossing point
- Bus stop

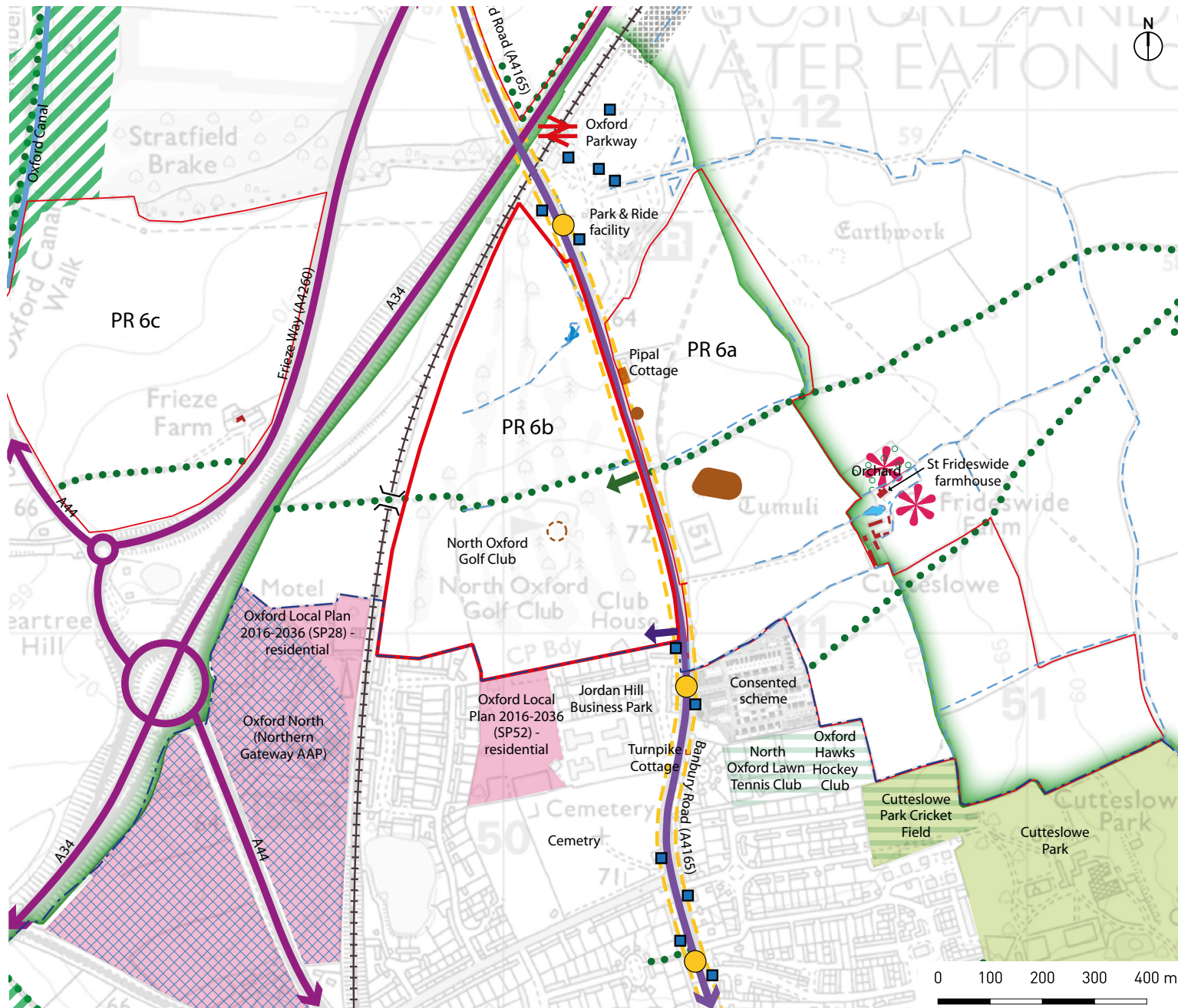


Fig. 9: Site Context

# 4.0 Site Appraisal

## 4.1 Site Constraints

- The site is currently in use as a golf course and club. An alternative site for the course at Frieze Farm (PR6c) has been identified in the LPPR. Policy PR6b requires a programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course before development commences under policy PR6b).①
- Development should be appropriately sensitive to residential development abutting the site to the south. ②
- The site includes an intact species-rich hedgerow to the west, along with a drainage ditch and a pond to the north-east. These are habitats of principal importance (HPI). ③
- The majority of the trees are of moderate quality. However, there are native and ornamental trees (broad-leaved oak, willow, birch, maple) which have been identified on Fig. 10 as Important Groups of Trees.④
- There is a Tree Preservation Order (TPO) relating to trees at the southern edge of the site which lie within Oxford City Council’s administrative boundary.⑤
- There is reptile habitat in the northern part of the site. ⑥
- The ploughed remains of a round barrow (of unknown date) are located within the site and are a non-designated heritage asset. There is potential for the site to contain further, previously undiscovered, archaeological deposits. ⑦
- There is a 132 kV OTL powerline located in the northernmost corner of the site. ⑧
- There is noise and potential vibration arising from the railway line, A34 and

Oxford Road. ⑨

- There is an existing public right of way across the site.
- In line with Policy PR6b, land is to be reserved for footbridge improvements on the western boundary of the site to make the existing rail bridge wheelchair and cycle accessible and improve links to the Oxford North site. ⑩
- Oxfordshire County Council’s planned transport improvements to Oxford Road may have an impact on the site’s eastern boundary and existing vegetation.
- Reptile translocation and the presence of hairstreak butterflies in the northern part of the site. Surveys will be required to assess the impact of new development on site habitats.
- Surface water drainage routes cross the northern part of the site following the existing watercourses.
- The nearby road network including A4165 (Oxford Road), A44, A34 and A40 is congested at peak times.
- The site is vulnerable to commuter parking by non-residents.
- The A34 acts as a significant barrier to active and healthy travel options.
- The roundabout near the Sainsbury superstore is dangerous for cyclists as its layout encourages vehicles to speed.
- Oxford Road is constrained by an existing building, utilities and mature treelines/hedgerows.
- The proximity of the site to the safeguarded aggregate rail depot to the north east of Oxford Parkway Station should be considered.

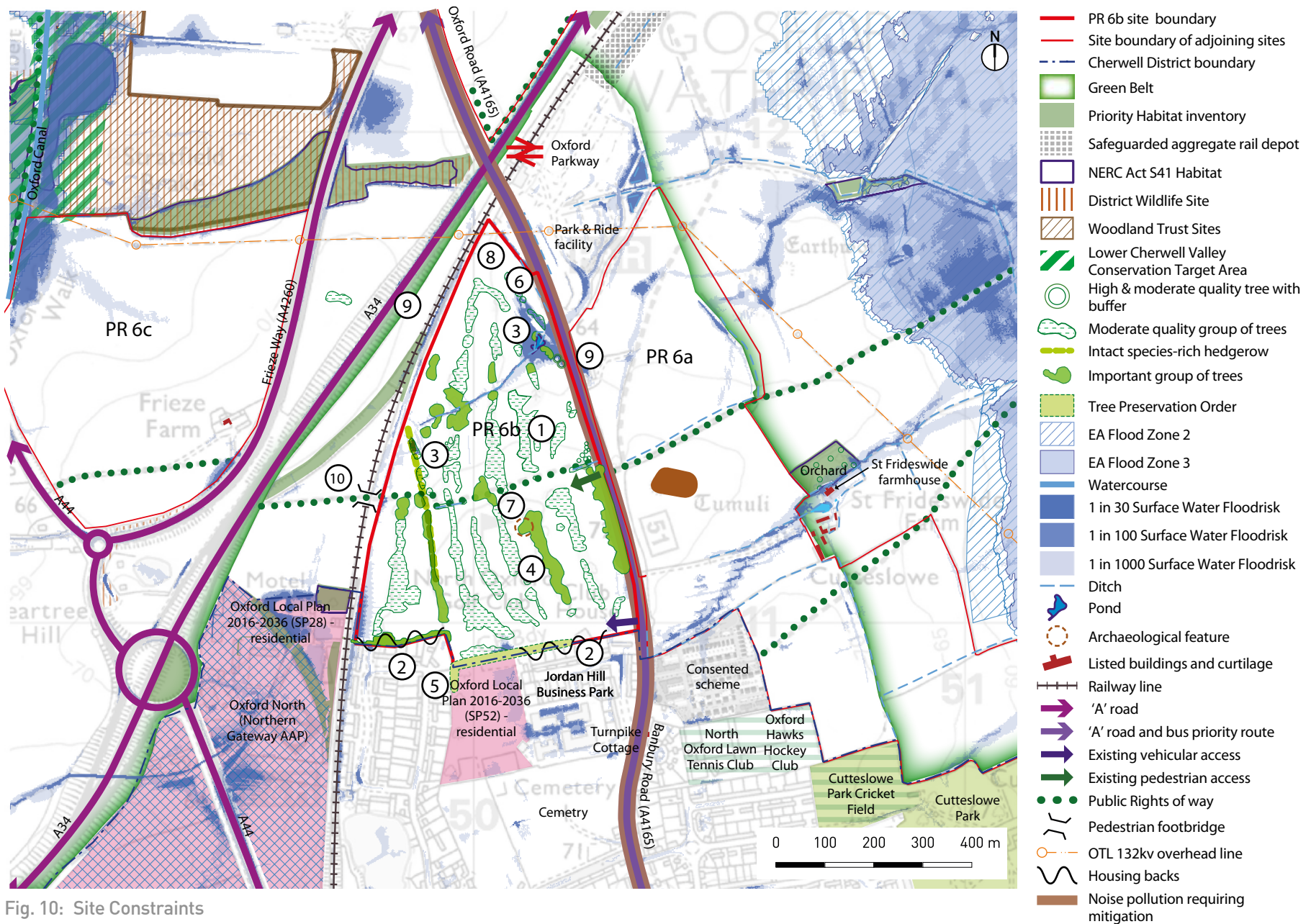


Fig. 10: Site Constraints

## 4.2 Site Opportunities

### 4.2.1 Place Shaping

- Opportunity to create a contemporary residential urban extension to the existing built-up area of Oxford which provides improved connections to the Oxford North employment site and Oxford City and maintains site features including mature trees to protect biodiversity and retain character.
- Opportunity to provide higher density and mixed use in close proximity to Oxford Road and Oxford Parkway Station.
- Opportunity to create a place that reduces the need to travel with the provision of connections to a local centre and primary school (on PR6a) that responds to residents' needs. To create a place where walking and cycling are the first modes of choice for travel and for longer journeys public transport is a natural choice.

### 4.2.2 Heritage and Townscape Character

- Respond appropriately to the landscape, settlement patterns, building typologies and materials of the local area.
- Opportunity to establish a distinctive character within the site set within the mature landscape.
- Opportunity for the character west of Oxford Road to be different to that on PR6a, reflecting the different constraints and opportunities afforded by each land parcel. <sup>1</sup>
- Opportunity to incorporate the archeological features within the landscape structure of the site, subject to further survey and assessment, and include interpretation to increase public awareness of the heritage asset.

### 4.2.3 Views and Sightlines

- Opportunity to deliver appropriate edge to Oxford Road with active frontage and increased visibility of the site onto the road creating a high quality gateway to Oxford City. <sup>3</sup>

### 4.2.4 Landscape Character

- Opportunity to retain trees, hedgerows and areas of woodland to contribute towards creating a distinctive, characterful landscape structure to the development, in particular those identified as Important Groups of Trees. Features for retention and removal are to be agreed with the Council. <sup>4</sup>
- Opportunity to retain and enhance existing habitats to form a connected green infrastructure network to deliver net biodiversity gains.
- Opportunity to provide an enhanced area of woodland along the northern boundary of the developable area. <sup>5</sup>
- Consider potential to incorporate ponds and drainage ditches within the landscape structure, and enhance for biodiversity. The pond identified within the site may support Great Crested Newts (GCN). <sup>6</sup>
- Opportunity to provide wildlife corridors over/under the A34 and A4260 to Stratfield Brake District Wildlife Site.
- Opportunity for securing net biodiversity gains informed by a Biodiversity Impact Assessment in line with policy PR6b.

### 4.2.5 Movement and Access

- Opportunity to create connections towards railway footbridge to the west and with PR6a to the east, Oxford North to the south-west, Oxford Parkway and the Park & Ride to the north, Linkside Avenue, Jordan Hill and the Oxford Local Plan allocated sites immediately to the south. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans. <sup>7</sup>



Fig. 11: Site Opportunities



- Opportunity to integrate the site layout with adjacent development sites including PR6a and movement links outside the site including an onwards link to the Oxford North site via a high quality crossing of the rail line, and an onward link over the A40 via a high quality crossing of Oxford Road towards site PR6a and the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans. ⑧
- Opportunity to integrate street layout and walking/cycling routes with PR6a network to provide connections to facilities and leisure routes to wider countryside and to create strong walking routes towards the rail station/Park & Ride, Oxford Road bus stops and cycle routes (National Cycle Route 51).
- Opportunity to help facilitate improvements to the pedestrian/cycling environment on Oxford Road, including increased pavement widths/ improved cycle lanes in co-ordination with the North Oxford Corridor Project.
- Opportunity to build on the public transport corridor by improving the southbound bus lane on Oxford Road.
- Opportunity for innovative and high quality design solutions to promote sustainable travel. It will be important to ensure through cooperation with all the Councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.
- Opportunity to strengthen connectivity to the west of the site through improvements to the railway footbridge.
- Opportunity to retain and enhance the public right of way passing through the site and link it to the wider street network or green infrastructure corridors.
- Opportunity to help address commuter parking and enforcement issues.

# 5.0 Vision and objectives

## 5.1 Vision

In response to the site's local surrounding context and constraints, the vision for the land west of Oxford Road site has gradually evolved to affirm the design opportunities available to meet the objectives of the LPPR and is described below. The vision is further developed by the Development Principles set out in this document which set out the detailed requirements.

*Land west of Oxford Road will become a contemporary urban extension and a gateway to Oxford city fronting Oxford Road that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the east on site PR6a. Homes will be set within a well-treed landscape comprising the retained mature trees of the former golf course and green infrastructure corridors, while opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network including direct delivery of high quality cycle lanes on Oxford Road and facilitating access across the railway line towards Oxford North.*

The land west of Oxford Road is to be developed following the guidance contained within this document and in line with the policies of the Adopted Cherwell Local Plan 2011-2031 (Part 1), Cherwell Local Plan Partial Review 2011-2031 (Part 1) Partial Review – Oxford's Unmet Needs, guidance in the Cherwell Residential Design Guidance (2018), The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) by Historic England (2017) and other relevant national and local policy and guidance. Key relevant local policies and guidance are listed at the end of each section of this chapter and the Development Principles chapter (Chapter 6) although all relevant policies, including those not listed, should be responded to. In particular, the development should meet the objectives and delivery

requirements set out in Partial Review Plan Policy PR6b (see chapter 3.0 for details).

In summary, key delivery requirements under Policy PR6b include:

- 670 homes on 32 hectares of land
- land within the site to facilitate improvements to the existing railway footbridge
- facilities for play and allotments within the developable area

It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site.

Fig. 12 illustrates the development framework for the site reflecting the Vision and the requirements of Policy PR6b. Development Principles which provide further detail to underpin the delivery of this development framework are set out in the next chapter. The layout is subject to further archaeological survey in relation to the barrow located within the site.

Sites PR6b and PR6a are to be coordinated in respect of safe routes to the primary school and local centre and the frontages along the eastern and western sides of Oxford Road which shall form an attractive and harmonious gateway to the City. The wider sites to the east and west may express different, but complementary characters.

Fig. 13 illustrates the combined development frameworks for sites PR6b and PR6a. The layouts must also allow for the sites to be developed as independent phases, with critical infrastructure such as drainage being dealt with on a site by site basis.

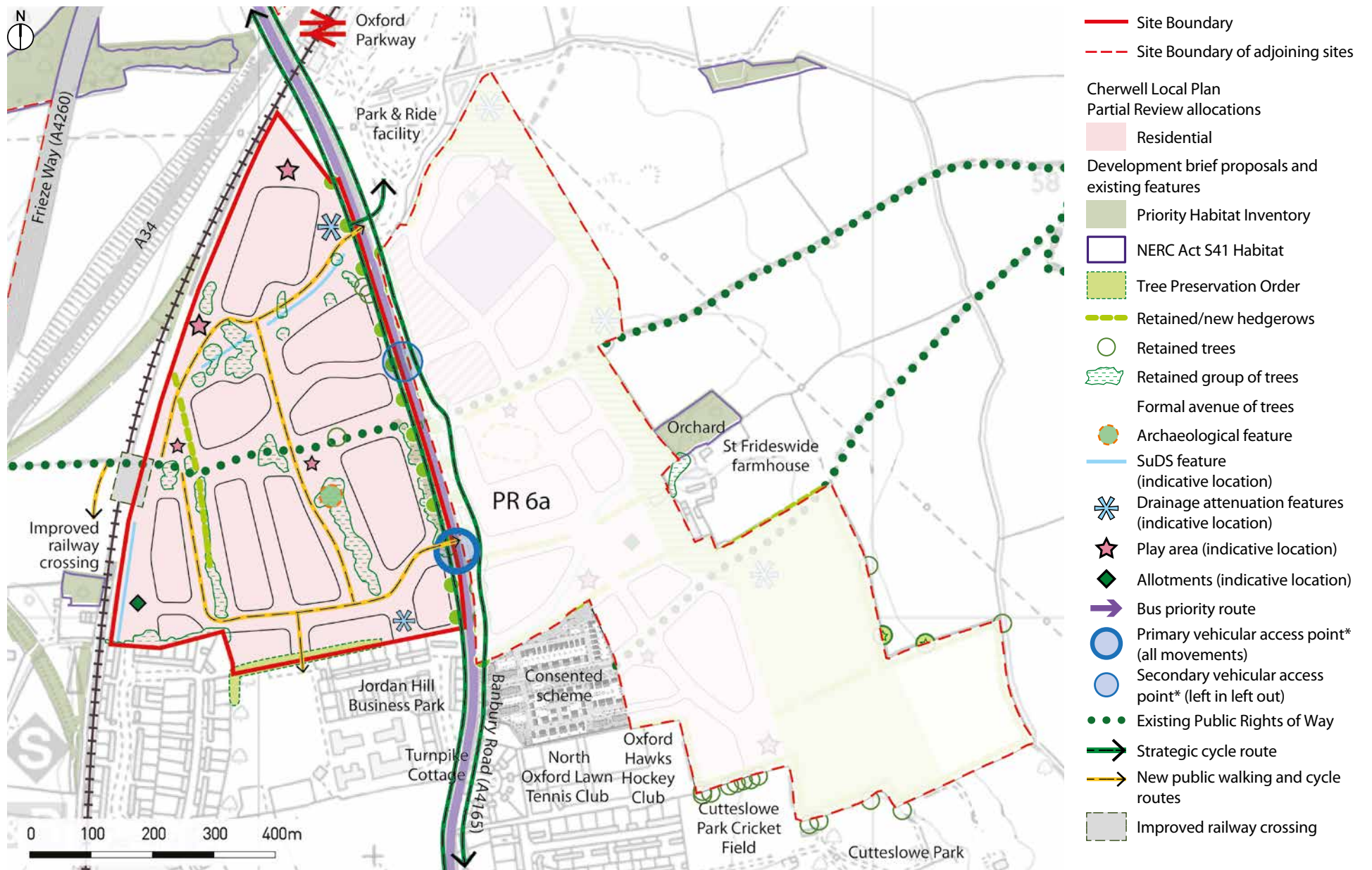


Fig. 12: Development framework for PR6b

\*Subject to highway testing



- Site Boundary
- - - Site Boundary of adjoining sites
- Cherwell Local Plan Partial Review allocations**
- Residential
- Primary School use\*
- New green space/parks
- Green Corridor
- Retained agricultural land
- Development brief proposals and existing features**
- NERC Act S41
- Tree Preservation Order
- Broad location for local centre
- Priority Habitat Inventory
- Retained/new hedgerows
- Retained trees
- Veteran tree
- Retained group of trees
- Formal avenue of trees
- Anglo Saxon Barrows area of preservation
- Archaeological feature
- SuDS feature (indicative location)
- ✱ Drainage attenuation features (indicative location)
- ★ Play area (indicative location)
- ◆ Allotments (indicative location)
- ➔ Bus priority route
- Primary vehicular access point\*\* (all movements)
- Secondary vehicular access point\*\* (left in left out)
- Vehicular egress only point\*\* (left out)
- Existing Public Rights of Way
- ➔ Strategic cycle route
- ➔ New public walking and cycle routes
- Improved railway crossing

Fig. 13: PR6a/6b joint development framework

\*School Site location subject to further detailed assessment  
 \*\* subject to highway testing

# 6.0 Development Principles

## 6.1 Sustainable construction and energy efficiency

The development is to comply with and where possible exceed the local and national standards for sustainable development. This includes mitigating and adapting to climate change, increasing local resource efficiency, minimising carbon emissions, promoting decentralised and renewable or low carbon energy and ensuring that the risk of flooding is not increased.

The detailed layout of the development is to encourage the sustainable and safe management of waste in each individual household. The use of recycled materials in the construction of the development and consideration of the Circular Economy is supported.

Construction Exclusion Zones and haulage routes are to be incorporated into the build programme in order to protect the site's green infrastructure and topsoil resource. Topsoil is to be managed in accordance with up-to-date guidance.

Electric vehicle charging is to be provided in accordance with the most recently adopted policy.

The following policies set out the Council's current detailed requirements.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy ESD 1: Mitigating and Adapting to Climate Change  
 Policy ESD 2: Energy Hierarchy and Allowable Solutions  
 Policy ESD 3: Sustainable Construction  
 Policy ESD 4: Decentralised Energy Systems  
 Policy ESD 5: Renewable Energy  
 Policy ESD 6: Sustainable Flood Risk Management  
 Policy ESD 7: Sustainable Drainage Systems  
 Policy ESD 8: Water Resources  
 Policy ESD 15: The Character of the Built and Historic Environment

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles  
 Chapter 7: Building Elevations and Details  
 Chapter 8: Innovation and Sustainability

### **Reference should also be made to:**

Oxfordshire Electric Vehicle Infrastructure Strategy, Oxfordshire County Council, March 2021

## 6.2 Healthy place shaping

Healthy place shaping is a strategic priority for both Oxfordshire's Health & Wellbeing Board and the Future Oxfordshire Partnership (formerly the Oxfordshire Growth Board) which is using the Oxfordshire Housing & Growth Deal to embed healthy place shaping in the planning process, especially in light of emerging evidence from local and national experience of Healthy New Towns (including the initiatives at Barton Park and Bicester Healthy New Towns) and the significant positive impact on health and well-being. This is reflected in the guiding principles of the Oxfordshire Strategic Vision.

This early planning and provision of health promoting design and infrastructure, such as community facilities, green spaces and safe and legible walking and cycling routes, has been shown to be important in influencing and establishing positive behaviour, healthier life-style habits and cohesive, connected communities. Site PR6b will be developed in a way which contributes to healthy living and the well-being of its local residents and visitors. It will:

- provide new and enhanced walking, wheelchair and cycling connections which support active lifestyles at any age and which prioritise pedestrians and cyclists over the car
- improve connectivity to the existing public rights of way, National Cycle Route 51 connecting to Oxford and Kidlington, and towards the Cherwell Valley and Cutteslowe Park.
- improve access to the Oxford North growth area by reserving land for improvements to the railway footbridge
- provide direct walking and cycling connections towards Oxford Parkway Station and the Park & Ride
- retain significant areas of mature treed landscape and make this publicly accessible
- provide convenient and safe access to the community facilities on PR6a comprising a primary school, local centre and adjacent pocket park
- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life

- retain the cultural heritage of the site including archaeological remains and historic landscape features.
- consider accessibility in the design of streets, public realm and properties. For example in relation to property accessibility for wheelchair users this would include providing private access from the ground floor to flats, accessible parking spaces next to the entrance, and avoiding reliance on lift access to upper floors.

The Health Impact Assessment commissioned for the Oxfordshire Authorities has been developed as an HIA proforma/toolkit and methodology to be applied to local plans and major developments in the county to achieve a consistent approach. The toolkit was published in 2021.

The development of the site should comply with policies that promote the creation of healthy communities including those listed below.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD15: The Character of the Built and Historic Environment

### **Reference should also be made to:**

Oxfordshire's Strategic Vision for Long-term Sustainable Development, Future Oxfordshire Partnership, May 2021

Oxfordshire Health Impact Assessment Toolkit, Oxfordshire Growth Board, January 2021

### 6.3 Character and layout

The site is to be developed as an extension of Oxford with a visible and distinctive frontage onto Oxford Road, and which retains significant tree groups within the site responding to the site's former use as a golf course.

The development is to follow the general design approach set out in the Cherwell Residential Design Guide.

#### **Development principles:**

- The development is to provide a legible hierarchy of streets and spaces within an open, parkland setting. It is to create visible frontage to Oxford Road, the design of which is to be co-ordinated with the PR6a frontage to create a harmonious overall composition and high quality arrival into the City.
- The urban form and massing will vary in response to the proposed character areas and local setting and reflecting the site's location at the gateway to Oxford City and proximity to public transport routes. A monotonous suburban layout and highways-led design is to be avoided.
- High quality, contemporary architecture will be required which is distinctive, and responsive to the locality through the use of local materials, typologies and detailing.
- Variation in design shall be provided in response to the proposed character areas. This could include innovative typologies and layouts which enable the retention of landscape features while achieving appropriate densities.
- Development blocks are to be outward looking, providing active frontage and surveillance over public green spaces and streets, with a clear delineation of public and private space. New homes are to back onto existing properties creating secure rear boundaries.
- The layout of the site is to enable direct access on foot, wheelchair and bike from all parts of the development towards the local centre and school on site PR6a, bus stops on Oxford Road and Oxford Parkway Station.
- The design is to integrate with the existing public rights of way (PRoW) network and provide strategic east-west connections to the Cherwell Valley via PR6a and reserve land for an improved foot and cycle bridge over the rail line. Heritage assets including the round barrow are to be incorporated and made evident in the landscape design of the site.
- Existing high-quality hedgerows, important trees and groups of trees, ponds and drainage corridors are to be integrated into the overall layout within generous green infrastructure corridors.
- Housing is to meet the Nationally Described Space Standards – Technical Standards and CDC's Developer Contributions SPD.
- The affordable housing tender mix is to be agreed with Cherwell District Council. There is a preference for social rent tenure in line with Oxford City Council policy.

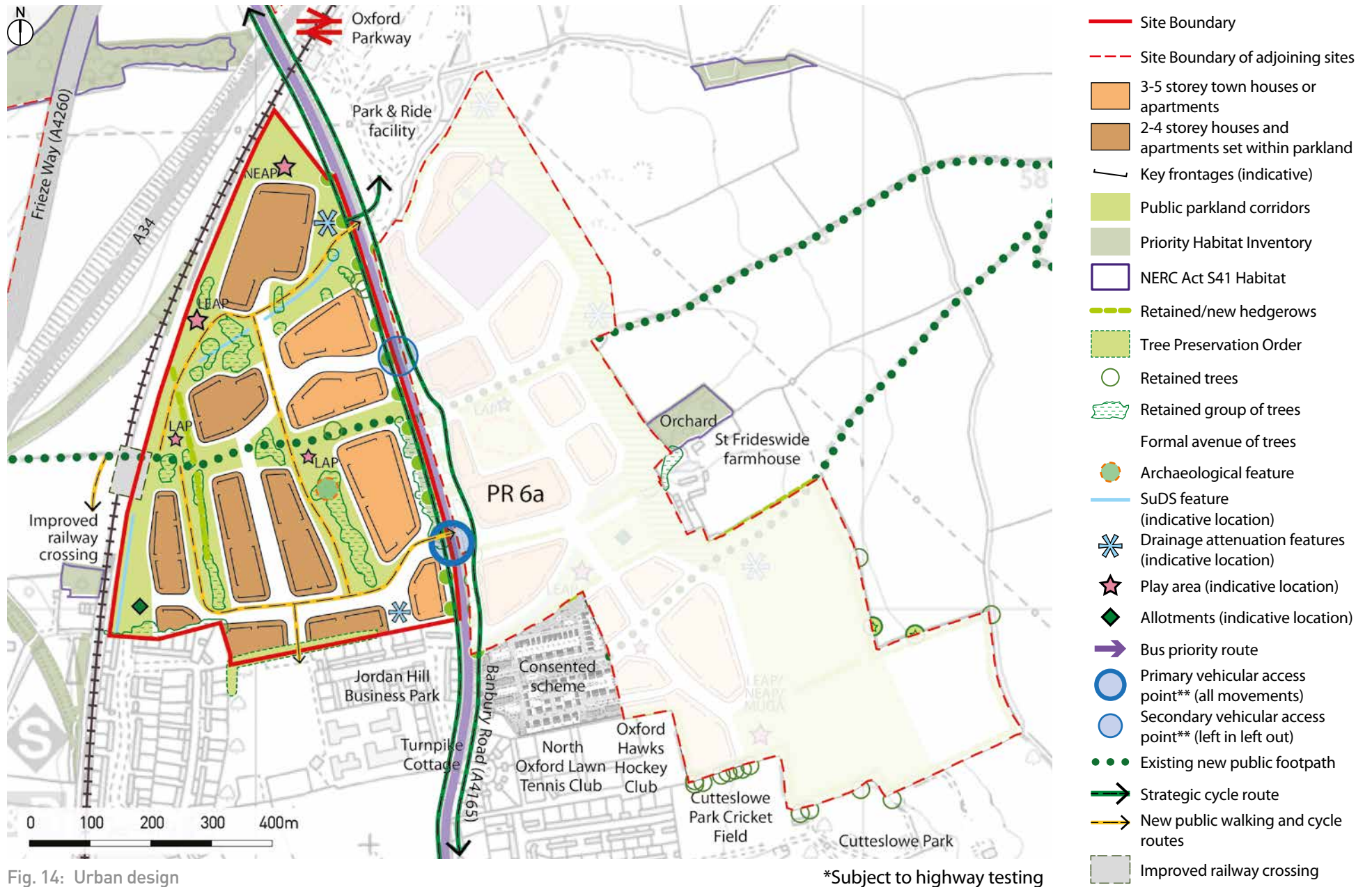


Fig. 14: Urban design



The development will create at least two distinct but complementary areas of character. Each character area will be identified by its location and will generate a sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. Detailed proposals shall consider the following two character areas:

- Oxford Road western frontage
- Parkland setting

Each area is described in more detail below in this section. Fig. 15 provides an overview of the development site character areas. Fig. 14 provides further detail on urban design parameters including layout, frontages and building heights.

Please note that the urban block structure and internal street network shown on Fig. 14 and reflected in subsequent figures contained within this brief is indicative and expresses general principles. The site layout will need to be refined through subsequent detailed masterplanning and design studies in collaboration with CDC.

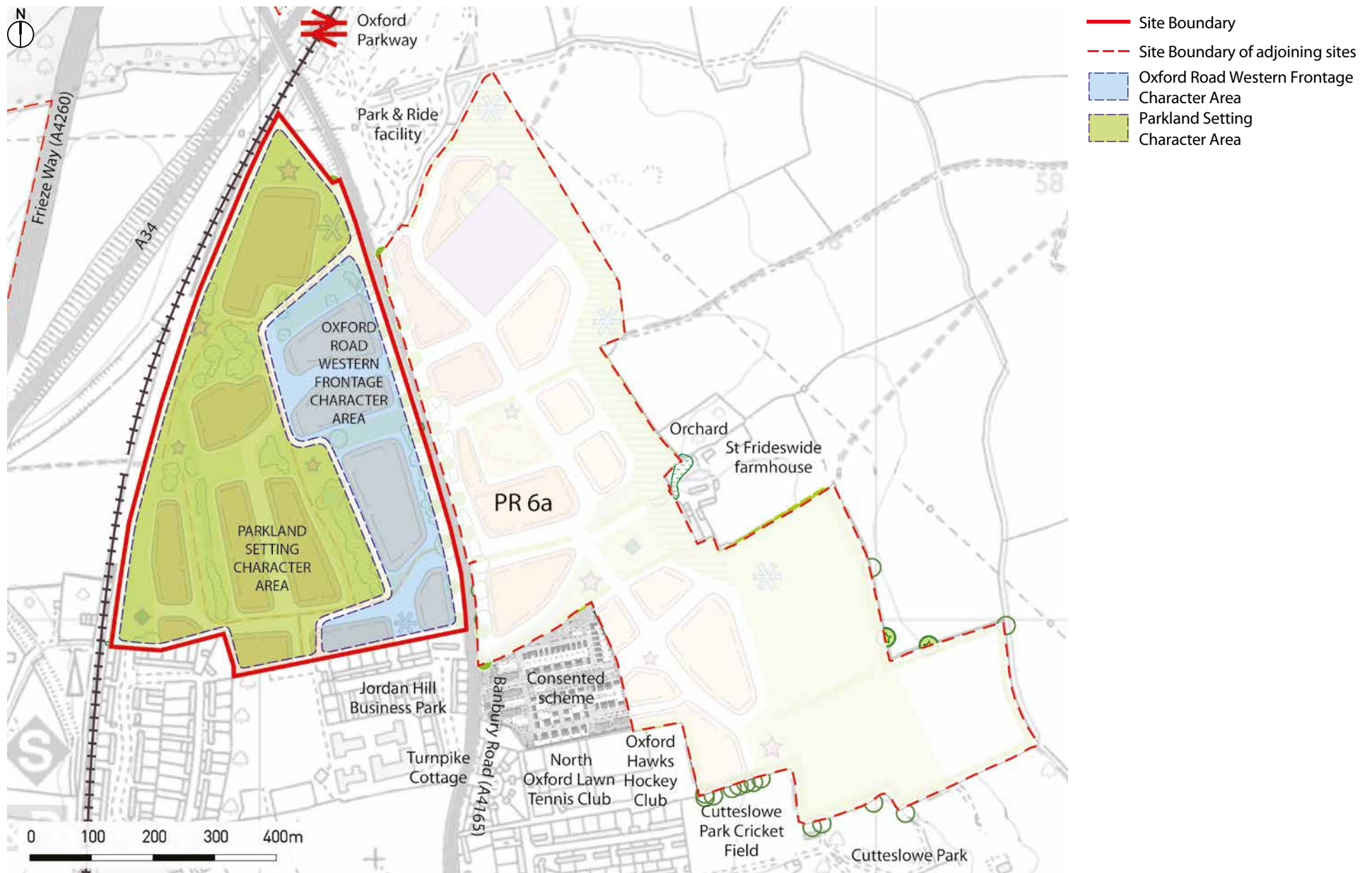


Fig. 15: Character areas

### 6.3.1 Oxford Road western frontage character area

Fronting onto Oxford Road this character area will have a formal, contemporary townscape set behind trees, creating a distinctive entrance to the city from the north. It will provide access to the development via two junctions and a primary street and will be activated by the strategic east-west walking and cycling links and proximity to the local centre on PR6a.

The character area is to be designed to take account of and connect with active travel and public transport improvements on Oxford Road which are being developed by Oxfordshire County Council.

#### **Development principles**

- Properties are to front onto Oxford Road and be visible from the street, but set back behind a tree corridor (see below) and newly planted trees. This will formalise the landscape character and create visibility and pedestrian access to the development frontage.
- Subject to the siting of accesses and connections, high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, supplemented by new tree planting and ground vegetation removed to enable visibility into the site while retaining habitat connectivity. The arboricultural works in this area are to be agreed as part of the wider detailed design work for the Oxford Road frontage.
- Townhouses and apartments are anticipated to be the predominant housing typologies. The majority of buildings in the character area are to be 2-3 storeys in height with 4-5 storey buildings appropriate only at key locations in the eastern part of the character area such as at movement nodes and at corners or vista stops, where particular emphasis is required. The scale is to be sensitive to adjacent building heights and uses.
- The principles of good acoustic design are to be followed in the site layout and the internal design and specification of properties and gardens to mitigate the impact of potential noise pollution arising from Oxford Road.

The housing frontage is to be continuous, as far as possible, and itself act as a further barrier to the noise arising from Oxford Road.

- Ground floor residential properties are expected to have a private set-back of 1-2m and a high quality, formal boundary treatment in keeping with the character of the street (such as a wall, hedge, railings or other clear demarcation) to ensure privacy in ground floor rooms and clear definition of the public /private boundary.
- Properties in the southern part of the character area are to back onto the rear gardens of existing properties on Jordan Hill Road creating secure rear boundaries. The public realm of the block may need to accommodate drainage attenuation features. Vehicle access to the character area will be provided by two new junctions serving the site. Vehicle access to individual properties direct from Oxford Road will not be permitted.
- Reduced levels of parking are to be provided to the rear in small parking courts or rear garages serving a maximum of 6 properties. Garages in the street elevation are not permitted. Parking standards for the new development are to be agreed having regard to the sustainable location of the site and the extent to which different typologies of housing require dedicated car parking having regard to need, the provision of unallocated and visitor parking and a site-wide Travel Plan. Fig. 16 and Fig. 17 illustrate the existing and proposed character of Oxford Road with frontage provided by sites PR6a and PR6b, set back behind a formalised landscape edge. Please note that changes shown to cycle lanes, bus lanes and footways are indicative only; proposed improvements to the Oxford Road corridor are being developed by Oxfordshire County Council in consultation with PR6a and PR6b landowners.

Oxford Road western frontage character area location and precedent photos



Location plan



Townhouses behind tree lined street, Bicester



Pedestrian, wheelchair and cycle route running along the main road



Ground floor residential properties with formal hedge

### 6.3.2 Parkland setting character area

The majority of the site falls within the Parkland setting character area. The intention is to create a unique neighbourhood set within the mature landscape of the former golf course. Innovative typologies and layouts are welcomed which enable efficient use of the site while retaining significant groups of trees to create an open character.

#### **Development principles**

- The design is to be landscape led, and is to create a distinctive, unique character responding to the landscape of the former golf course and retaining important groups of trees, drainage corridors, ponds and archaeological features. Blocks shown on Fig. 12 are an indicative general arrangement only.
- There is opportunity for a ‘pavilions in the landscape’ layout typology with individual apartment buildings of 3-4 storeys, set within a generous landscape. This typology is to be explored further in collaboration with the Council’s urban design and landscape officers, to ensure that the end result delivers the required character while maintaining the principles of good design including clear delineation of public and private space.
- Alternatively, or in part of the site, a street based layout of larger house of 2-3 storeys in generous plots could be provided which retain features of the landscape in public green squares and/or private gardens.
- The principles of good acoustic design are to be followed in the site layout and the internal design and specification of properties and gardens to mitigate the impact of potential noise pollution arising from the railway.
- A linear wildlife corridor/green buffer is to be created along the full length of the site’s western boundary and adjacent to the rail line comprising linear woodland and scrub habitats. The width of the corridor is to be informed by noise and air quality mitigation assessments and the Biodiversity Impact Assessment. Should a noise attenuation bund or fence be required this is to be incorporated into the landscape design of the wildlife corridor and appropriately planted.
- The northern boundary is to be planted with native tree species, to enhance the existing wooded edge and provide a clear distinction between the site and the Green Belt to the north.
- Homes are to front onto and overlook public green spaces to provide passive surveillance.
- Access to the character area is via the internal street network and pedestrian and cycle route from Oxford Road. The existing public right of way running east-west through the centre of the site is to be retained and upgraded to provide a high quality green link for walking, cycling and wheelchair users, with a landscape led approach supporting wildlife connectivity.
- The green link will connect to the proposed local centre on site PR6a via a new pedestrian and cycle crossing on Oxford Road and the existing bridleway to the east.
- To the west, the green link will connect across the railway line via an improved rail footbridge. Land is to be reserved for footbridge improvements to make the existing rail bridge wheelchair and cycle accessible.
- A range of parking solutions are to be used, responding to the plot and building typology including planted rear parking courts for apartments, and on-plot parking to the side of houses or accessed from the rear. Parking to the front of properties is to be avoided.
- SuDs swales/ditches are to be provided crossing the area within the street or within green corridors.

Parkland setting character area location and precedent photos



Location plan



Retained mature tree incorporated into the development

Page 230



Houses set within the retained mature landscape creating an open character



Apartment buildings responding to open spaces and tree groupings

**Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy ESD 15: The Character of the Built and Historic Environment  
 Policy ESD 17: Green infrastructure

**Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6b – Land west of Oxford Road  
 Policy PR2 – Housing mix, tenure and size

**Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles  
 Chapter 5: Streets and Spaces  
 Chapter 6: Building and Plot Arrangements  
 Chapter 7: Building Elevations and Details  
 Chapter 8: Innovation and Sustainability

**Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England 2017

Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018



Homes overlooking public green space and providing passive surveillance

## 6.4 Movement and access

### 6.4.1 General principles

The layout of the site is to create excellent cycle, pedestrian, wheelchair and vehicular connectivity within the site and to the built environment of Oxford. This includes an enhanced rail bridge, for which land will be reserved, towards Oxford City Council's allocated 'Oxford North' site; and to the allocated site to the east of Oxford Road (policy PR6a) enabling connections to Cutteslowe Park, and to Oxford Parkway and the Park & Ride. In doing so the layout will encourage movement by walking and cycling and limit unnecessary car trips.

Access should be co-ordinated and junctions co-located between PR6a/6b as far as possible to minimise the impacts of highways infrastructure, and enhance east-west connectivity between the sites.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide, Manual for Streets and LTN 1/20 (Cycle infrastructure design) in a manner which is appropriate to the character and quality of place which is to be created as described below.

A standardised highways-led layout is not acceptable: carriageway space and turning radii are to be limited (in line with adopted guidance).

The site design is to accommodate requirements arising from Oxfordshire County Council's planned improvements to Oxford Road which may affect the eastern boundary of the site. Indicative sections showing improvements to Oxford Road are shown on Fig. 16 and Fig. 17. These are indicative and subject to detailed design work by OCC in relation to the highway and refinement of the masterplan designs on the adjacent PR6b and PR6a frontages.

### 6.4.2 Vehicle access

Policy PR6b requires at least two site access points be provided from existing highways, primarily from Oxford Road. The preferred locations for access are described below. These locations are to be refined and tested through detailed design and transport modelling and agreed with OCC. Development principles:

- Subject to detailed testing, the primary vehicle access is to be via a new, all-movements, signalised junction onto Oxford Road which must be aligned with the new primary access into PR6a. The junction is to be located in the southern part of the site, opposite the location of the existing access point towards St Frideswide Farm on site PR6a as shown on Fig. 18. The junction will prioritise pedestrian and cycle movement on all arms, and is to enable bus priority north and southbound on Oxford Road.
- A secondary access point is to be located in the northern part of the site. This is to take the form of a new left-in, left-out junction onto Oxford Road with pedestrian, cycle and bus priority across the frontage. The location of the junction is to be agreed, with an indicative location shown on Fig. 18. It is not essential for this junction to be directly aligned with the secondary access to PR6a. The size and type of all junctions will need to be determined by the scale of impact of sites PR6a and PR6b assessed together, have sufficient capacity to cope with demand from both developments, and are to be agreed with OCC Highways.
- A connecting primary street within the site will be created between these two access points. The primary street will provide access to secondary routes serving the remaining parts of the site.
- Access will be routed close to the rail bridge to enable access for maintenance.



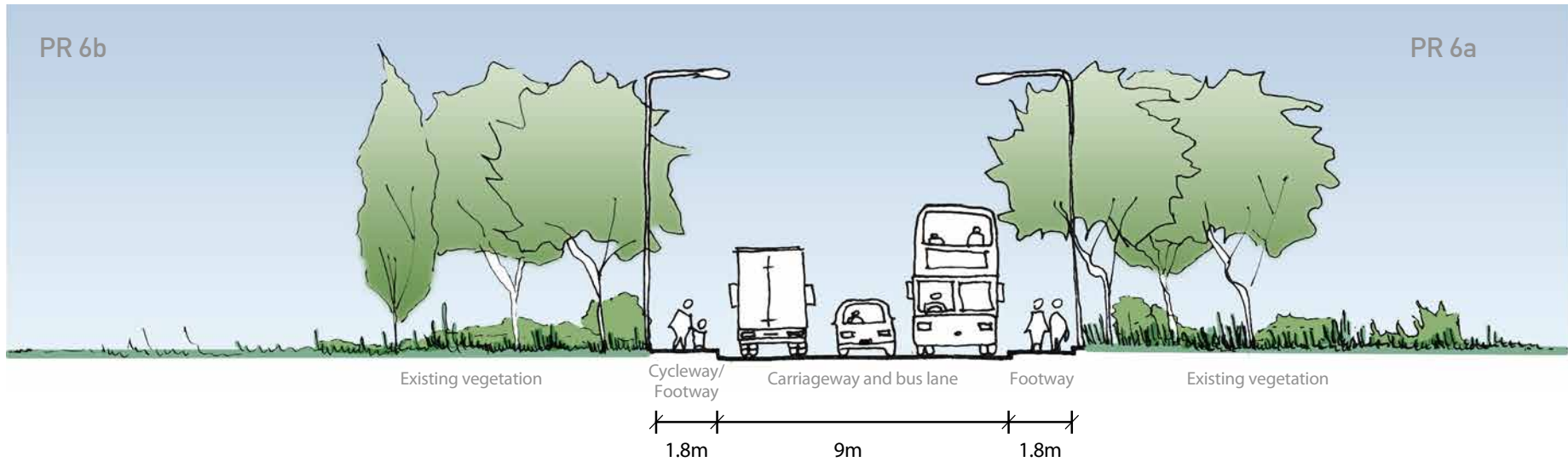


Fig. 16: A-A – existing Oxford Road cross section (refer to Fig. 18 for section location)

Page 233

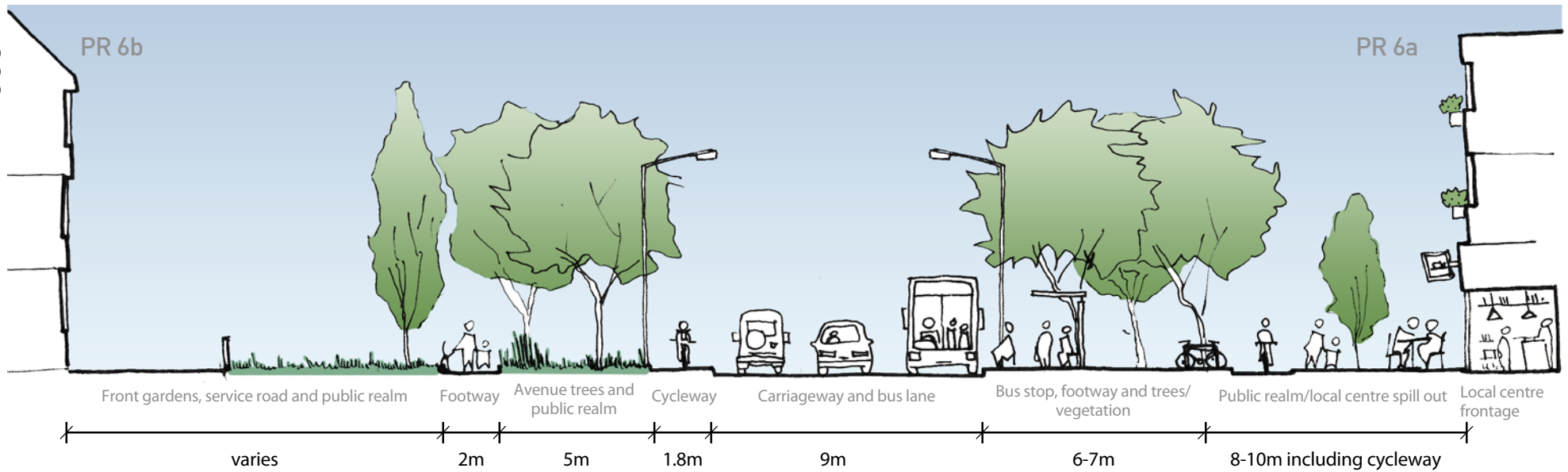


Fig. 17: A-A – indicative proposals for improvements to Oxford Road showing relationship to PR6b and PR6b frontages (subject to final Oxford Road design by OCC).

### 6.4.3 Pedestrian and cycle access

Pedestrian, wheelchair and cycle access points into the site will be provided on the southern, eastern and western boundaries, to connect the site with the surrounding area and co-ordinate with access points into PR6a (see Fig. 18 for indicative general locations).

#### **Development principles:**

The following access points for pedestrians, wheelchair users and, where appropriate, cyclists are to be provided:

- At least three access points east onto Oxford Road, providing direct access from the internal walking and cycling links to Oxford Road crossing points, bus stops and cycling infrastructure. The northern access will enable a direct link to Oxford Parkway station/park & ride.
- Potential access south to the adjacent Oxford City Council housing Site SP52 shall be safeguarded, providing a connection into the proposed street network. Access west towards the Oxford North development shall be facilitated through the reservation of land for an improved rail bridge suitable for pedestrians, wheelchair users and cyclists.



Pedestrian, wheelchair and cycle route



Landscaped high quality green link for walking, cycling and wheelchair users

#### 6.4.4 Street hierarchy and typologies

The street hierarchy for the site identified on Fig. 18, follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

- Primary – general residential street typology
- Secondary – minor residential street or lane typology

All streets across the site should have a maximum design speed of 20mph.

##### **Primary Street**

The primary street is to provide a north-south connection between the two access junctions and give access to a connected network of secondary streets.

##### **Development principles:**

- The primary street is to follow the design guidance for general residential streets set out in chapter 5.0 of the Cherwell Residential Design Guide in relation to highways dimensions. (Refer to 5.4 Indicative layout for general residential street on page 64).
- The frontage to the street will vary and may include apartments/larger houses set back behind lawns or gardens, buildings fronting the street, or open areas of parkland
- To maintain a sense of enclosure and consistency the route is to be planted with avenue trees. The species is to be agreed with Council's landscape officer and is to complement the retained trees of the golf course.
- Parking is to be provided on street, to the side or rear of properties. Front drive parking is not permitted.
- The street should have a carriageway of between 5 – 5.5m varying to accommodate street trees, opportunities for on-street parking and pinch points for speed control.
- Cycle routes should be provided in line with LTN1/20.

##### **Secondary and tertiary streets**

Secondary and tertiary streets run off the primary street and will be provided throughout the development site serving individual urban blocks.

##### **Development principles:**

- The secondary streets are to follow the design guidance for minor residential streets or lanes set out in chapter 5.0 of the Cherwell Residential Design Guide in terms of highways dimensions. (Refer to figure 5.5 Indicative layout for informal lane on page 65).
- Streets should generally accommodate a 4.8m carriageway plus footways. Shared lanes of appropriate width may be considered, subject to the necessary safety audits.



Shared surface lane with parking and street trees

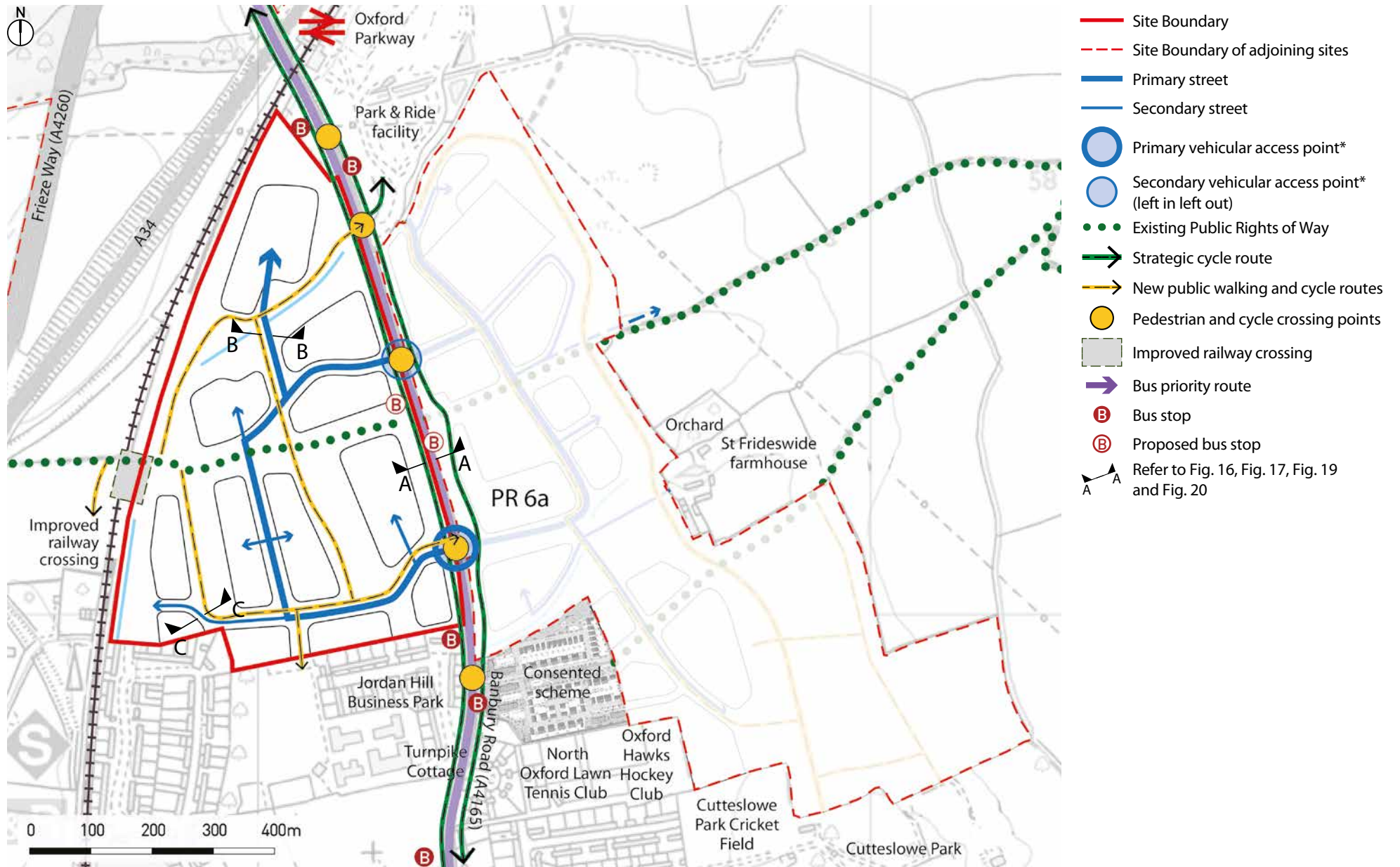


Fig. 18: Movement and access

\*Subject to highway testing

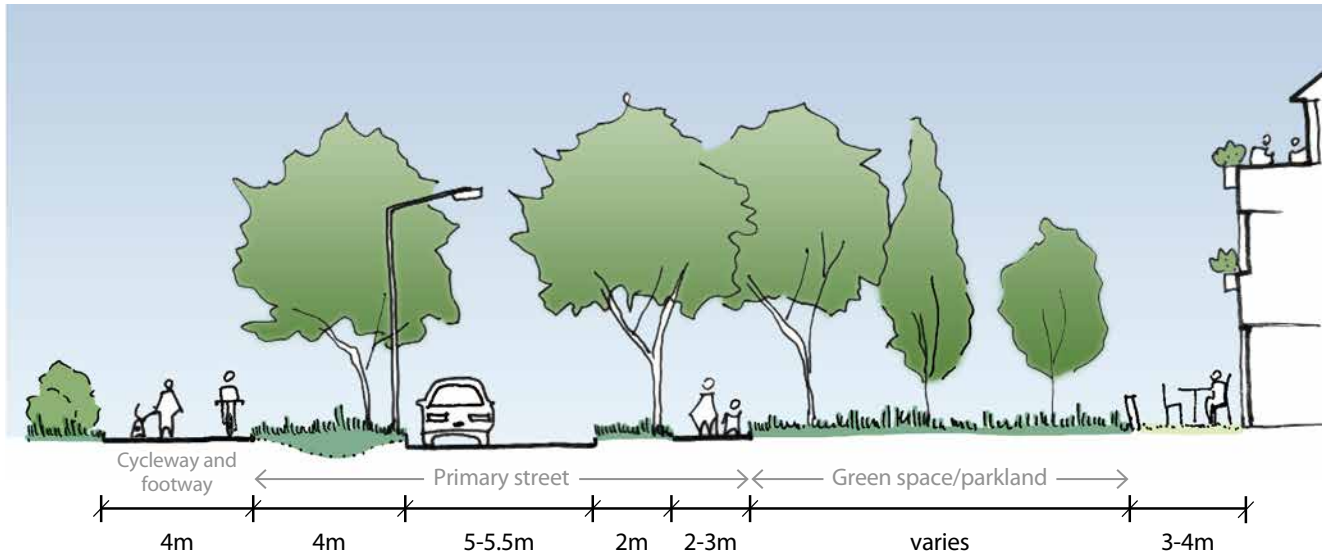


Fig. 19: B-B – typical primary street cross section (refer to Fig. 18 for section location)

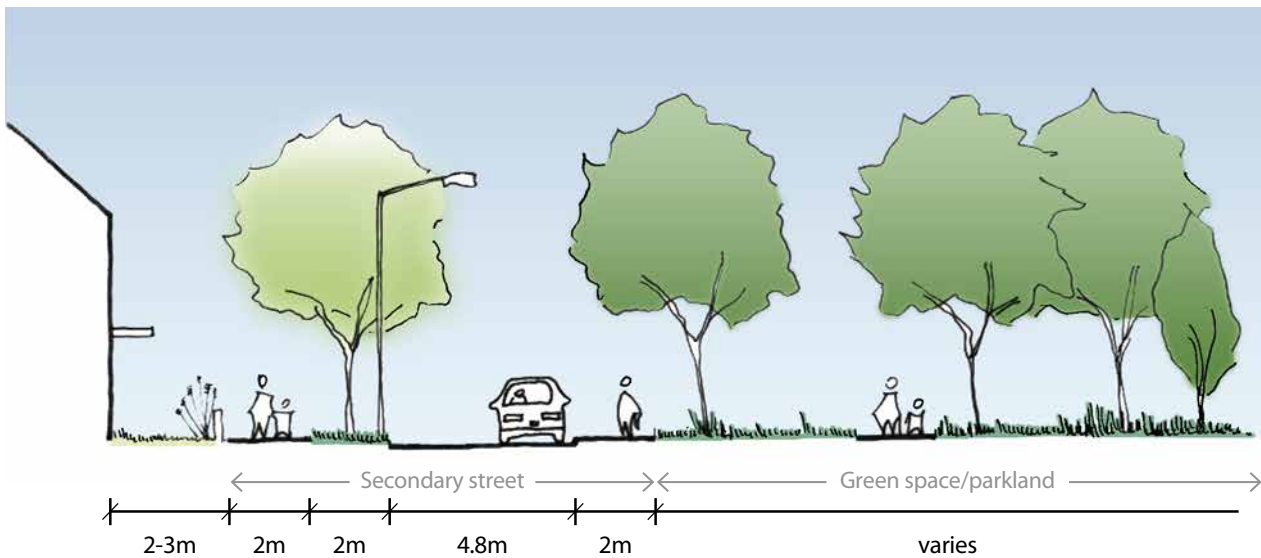


Fig. 20: C-C – typical secondary street cross section (refer to Fig. 18 for section location)

#### 6.4.5 Walking and cycling network and strategic links

The walking and cycling network will comprise the connected street network, enhancements to the existing public rights of way crossing the site east-west, and new bridleways for walking and cycling connecting north-south and towards Oxford Parkway station.

##### **Development principles:**

- All new pedestrian and cycling routes are to be designed in accordance with Local Transport Note 1/20: Cycle Infrastructure Design published by the Department for Transport. Detailed designs should promote cycle and pedestrian safety and are to be agreed through the pre-application process with OCC and CDC's Development Management Teams.
- Routes should support wider connectivity, in line with the emerging Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).
- The existing footpath running east-west across the centre of the site is to be enhanced as a high quality walking and cycling green link connecting the site east to the local centre and towards the school on site PR6a and beyond to the Water Eaton Estate.
- Land is to be provided to enable the provision of an enhanced rail bridge accessible for a fully DDA compliant route for pedestrians, cyclists and wheelchair users, as part of this east-west route, to enable access towards the Oxford North development. Emerging design work suggests that a length of approximately 70m is required on both sides of the bridge, and a 10m width (broken down into 3m wide footway/cycleways with an allowance of 1m each side of the footway for guard railing.) A further 5.0m working zone is required for foundations and a working width for the construction of the footway. The detailed design of the rail bridge is to be agreed.
- New public rights of way for walking and cycling are to be provided running north south through the centre of the site and north east from the rail bridge. These routes will provide connections south to the proposed Oxford City development site, and north-west to Oxford Parkway. Three formal, direct pedestrian and cycle crossings are to be provided on Oxford Road in order to provide safe crossing and to allow direct connections between PR6a and PR6b and to Oxford Parkway station. These are to be located: as part of the new primary junction in the south of the site; in the centre of the site connected to the existing bridleway; and at the Park & Ride junction in the northern part of the site. In accordance with the movement hierarchy proposed, pedestrian and cycle crossings will have priority over other vehicular traffic.
- Routes within the developable area are to be overlooked by building frontages to provide passive surveillance.

### 6.4.6 Parking

Car parking provision and design will be in line with Oxford City parking standards having regard to the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets.

Parking standards for the new development are to be agreed having regard to the sustainable location of the site, the extent to which different typologies of housing require dedicated car parking having regard to need, unallocated parking and a site-wide Travel Plan.

Cycle parking provision is to be in line with OCC's adopted cycle parking standards.

To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site.

#### **Development principles:**

- A range of parking solutions should be used, appropriate to the street and plot typology.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This should be integrated into the street design and clearly defined. Residents' parking schemes will be considered in light of the nearby Parkway Station.
- On plot parking to the rear or side of homes (not in front) can be accessed from the front or via a rear lane.
- Cycle parking is to be easily accessible, to promote active travel.
- Rear parking courts are generally the least preferred solution as they can lack surveillance and through movement, but they will be necessary for apartment buildings. Any parking courts provided should be overlooked



On-street parking



Landscaped, rear parking court which relates well to the properties it serves

for natural surveillance, be clearly related to the apartment building they serve and should be planted with trees and shrubs to minimise the impact of parked cars.

- Electric charging points should be provided in line with national and local standards either on plot or serving on street parking bays. If on street, the design should, where possible, consider innovative solutions to limit visual impact e.g. pop-up charging points.
- Public cycle parking is to be provided adjacent to children’s play spaces and close to bus stops.

#### 6.4.7 Emergency access and refuse collection

Streets within the development will be designed to allow appropriate access for emergency and refuse vehicles.

Refer to Cherwell Residential Design Guide for the requirements for service access and refuse bin storage design.

#### 6.4.8 Public transport

There is no requirement for a bus route to run through the site. Instead, as noted above, the site’s layout must provide direct walking routes to the existing bus stops on Oxford Road and pedestrian crossing points and towards Oxford Parkway station and the Park & Ride.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

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

Policy ESD 16: The Oxford Canal

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR4a: Sustainable Transport

Policy PR6b – Land west of Oxford Road

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

#### **Reference should also be made to:**

Sustrans traffic-free routes and greenways design guide (online)

Kidlington local cycling and walking infrastructure plan, Oxfordshire County Council (approved January 2022)



## 6.5 Green infrastructure

Although the site has no designated areas of green infrastructure under Policy PR6b, the retention of elements of the golf course landscape, wildlife corridors and areas of ecological importance will be a defining characteristic of the development, creating a unique layout and character.

As a minimum the important groups of trees identified on Fig. 10 are to be retained together with high quality individual trees, intact species-rich hedgerows, pond and ditches and trees protected under Tree Preservation Order. Additional moderate quality groups of trees are to be retained where the layout allows. The protection and enhancement of existing ecological assets is to be refined through ecological surveys and the production of a Biodiversity Impact Assessment and Biodiversity Improvement and Management Plan (see below).

The following features will form a multi-functional green and blue infrastructure network across the whole development site providing a range of ecosystem services. The following features will be incorporated:

- public play spaces
- a central public park incorporating the remains of a round barrow
- community allotments
- retention of drainage features and new sustainable drainage features
- private gardens and grounds
- new and retained wooded areas and trees
- linear habitat corridor along the site's western boundary adjacent to the rail line
- retention of ecological assets and wildlife corridors

Policy PR6b requires a Biodiversity Impact Assessment (BIA) be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan (BIMP). The November 2021 Environment

Act has introduced a statutory requirement for 10% biodiversity net gain for new development. In recognition of this forthcoming legislation, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. Policy delivery requirements 8,10,11 and 25 indicate measures to be incorporated into the development scheme and are reflected below.

### ***Development principles***

- Green infrastructure within the site is to be designed to retain the linear nature of the golf course tree belts, hedgerows and ditches, utilising these to create connected corridors for wildlife and recreational use and maintaining the characteristic linear views enclosed by trees.
- A creative and thoughtful landscape design is sought, which retains the important groups of trees and other features listed above and incorporates these into generous public spaces and linear green corridors for recreation, play, movement and food growing, together with areas of new habitat planting. This will create variety and interest and opportunities for informal play and interaction with nature around the site.
- The central green corridor is to take the form of a linear public park area incorporating grassland areas for informal recreation, a tree belt, east-west and north-south walking and cycling links and play spaces (see below). The landscape design of the park is to retain and reference in its design, the remains of the round barrow.
- The existing minor watercourse running north west and other drains and ponds are to be retained as part of the site SuDS strategy.
- An appropriately sized area (assumed 0.62 hectare) is required for community allotments which are to be incorporated within the allocated developable area. A potential location is indicated on Fig. 21. The final size,

design, location and character of the allotments are to be agreed with the Council.

- Appropriate buffer zones are to be provided to all retained trees to avoid root damage and should be considered when planning sustainable drainage infrastructure.
- Subject to the siting of accesses and connections, high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, supplemented by new tree planting and ground vegetation removed to enable visibility into the site while retaining habitat connectivity. The arboricultural works in this area are to be agreed as part of the wider detailed design work for the Oxford Road frontage.
- Existing intact species rich and other hedgerows within the site will be retained as far as possible. When the need to cross them occurs, existing gaps will be used wherever possible. A grassland habitat buffer of minimum 5m is to be introduced on either side of the hedgerows subject to hedgerow root protection area in compliance with BS5837.
- The required green buffer to hedgerows will vary in accordance with design constraints in respect of BS5837 survey and root protection areas, ecological surveys (Phase 1 and subsequent surveys), urban light distribution, and shadow / shade analysis impact on dwelling and gardens and will be determined at Reserved Matters stage, where the aforementioned survey information should be considered.
- Habitat creation is to support important/protected species found locally important species including Great Crested Newts, reptiles and Hair Streak Butterfly and will be informed by the BIA and BIMP.
- Subject to accommodating other green and blue infrastructure, woodland in the northern corner of the site is to be enhanced and extended with native



Community allotments to be incorporated within development



Public park incorporating important groups of trees, grassland areas and wild flower meadows

species planting. The extent of habitat creation is to be determined through the BIA.

- A wildlife corridor is to be created along the site's western boundary and is to accommodate noise mitigation in relation to the rail line, together with habitat creation and native species planting. The width of the corridor is to be agreed in response to noise and air quality mitigation requirements and the BIA.
- Individual native trees will be planted to form an avenue giving enclosure to the primary street, along the buffers to hedgerows, within public open spaces, site boundaries, as street trees on secondary streets and within private gardens. The overshadowing effect on gardens and windows from proposed trees should be minimised by planting small/medium native trees (i.e. Field Maple). Reference should be made to The Trees and Action Design Group's guidance 'Trees in the Townscape: A Guide for Decision Makers', November 2012. Design of street trees requires collaboration of engineers, arboriculturalists and landscape architects in the earliest stages of the design process to achieve the desired effect.
- Street tree species and details of root protection and canopies in relation to adopted carriageways are to be agreed with OCC.
- Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play space and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
- Measures are required to minimise light spillage and noise levels on habitats and wildlife corridors.
- The site design is to include the provision of exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings. Refer to the Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.

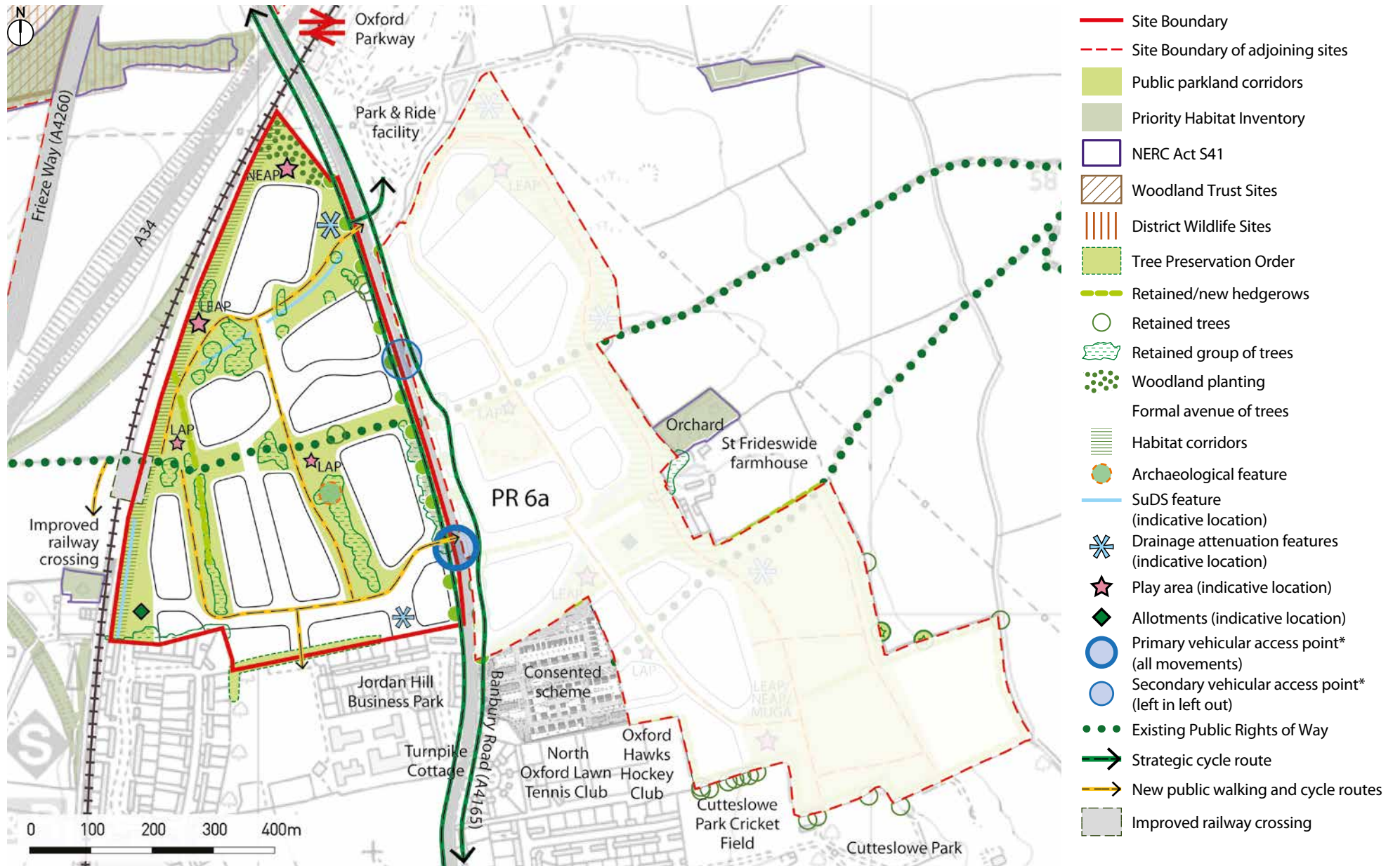


Fig. 21: Green infrastructure

\*Subject to highway testing



Green infrastructure precedents

### 6.5.1 Play and sports

A range of different types of play space are to be provided within the site in safe, accessible locations. Indicative general locations for play space are indicated on Fig. 21, but alternative locations would be considered.

#### **Development principles:**

The following play spaces are to be provided within the site:

- **Two Local Area for Play (LAP)** for 2 to 6-year old children:
  - Minimum 100 sq. m (10m x 10m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 6. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
  - A minimum of 3 individual items of play equipment of an urban (steel frame) character suitable for a range of play experiences and/or single multi-functional play units.
  - The equipped activity zone should be located a minimum of 5m from the nearest dwelling boundary. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
  
- **One Local Equipped Area for Play (LEAP)** for children aged 4 to 8:
  - Minimum 400 sq. m (20m x 20m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 8. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
  - A minimum of 5 individual items of play equipment of a natural/timber frame character for a range of different play experiences and/or single multi-functional play units.



Timber playground equipment

- The equipped activity zone within the landscaped area should be located a minimum of 10 m from the nearest dwelling boundary and 20 m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- **One Neighbourhood Equipped Area for Play (NEAP)** for 4 to 12-year-old children. Minimum 1000 sq. m equipped activity zone comprising an area of play equipment and structures and a hard-surfaced area of at least 465 sq. m, set within a landscaped area designed to provide a safe area for alternative play for children aged 8 to 12. The size of the equipped activity zone should be a minimum of 31.6m x 31.6m. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
  - A minimum of 8 individual items of play equipment with a natural (timber) character for a range of different play experiences and/or single multi-functional play units.
  - The equipped activity zone within the landscaped area should be located a minimum of 30 m from the nearest dwelling boundary. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- Play areas are to be well overlooked. They should be located within the 400m walking distance of all new homes within the development and close to pedestrian and cycling routes.
- In respect of Health and Safety public play space and play equipment are to be designed to the most current safest, standards possible, to minimise the risks for children. Refer to Play Safety Forum: Managing Risk in Play and RoSPA.
- All play surfaces, gate openings are to be accessible for disabled children, parents and carers with limited mobility. Each public play space should accommodate play equipment specifically designed for disabled children.
- Play areas are to be constructed from robust and durable materials to last into the future. Full construction details are required for planning approval under reserved matters. Valid suppliers' guarantees for play equipment, furniture and safer surfaces should be provided.
- There is to be no underground or above ground utilities for play areas given the potential disruption to children's physical and social development when a play area has to be closed for essential maintenance and refurbishment of such utilities.
- The public play space locations are not to be used for constructor's compounds, contractor parking, or storage of building materials. This is to prevent the contamination and compaction of topsoil and subsoil, resulting in a health risk for children.

### 6.5.2 Blue infrastructure

Sustainable Drainage Systems (SuDS) within the development site will be carefully designed in line with the principles provided in CIRCA SuDS Manual (C753), the Cherwell Residential Design Guide section 4.7 and the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (2018).

#### Development principles:

- Existing watercourses, ponds, ditches and proposed drainage features are to be designed and integrated into the streets and green space network creating environments for informal recreation, planting, and habitat creation.
- The location and detail of the drainage attenuation features shall be agreed in detail with Oxfordshire County Council as Lead Local Flood Authority and with Cherwell District Council's Drainage Team. An indicative general location is shown on Fig. 21.
- Wherever possible, runoff will need to be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required.
- Open drainage systems including ponds and swales should be used rather than crates where possible and space allows. Groundworks associated with drainage must avoid damage to existing trees and hedgerows and their root protection zones.

### 6.5.3 Definition and treatment of Green Belt boundary

The site will be developed in a way that respects its edge of Green Belt location and does not conflict with the purposes of the Green Belt or harm the Green Belt's visual amenities.

The new Green Belt boundary will be clearly defined within the site by the rail line and habitat corridor to the west and the area of woodland to the north.

Improvements to walking and cycling links within the site, connecting to the wider PRoW network and with site PR6a, will provide beneficial enhancements to recreational access to the Green Belt to the east and west of the site.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD 3: Sustainable Construction

Policy ESD 5: Renewable Energy

Policy ESD 6: Sustainable Flood Risk Management

Policy ESD 7: Sustainable Drainage Systems (SuDS)

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

Policy ESD 11: Conservation Target Areas

Policy ESD 13: Local Landscape Protection and Enhancement

Policy ESD 14: Oxford Green Belt

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

Policy ESD 17: Green Infrastructure

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR3: The Oxford Green Belt

Policy PR5: Green Infrastructure

Policy PR6b – Land west of Oxford Road

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

#### **Other relevant guidance**

Sustrans traffic-free routes and greenways design guide (online)

Biodiversity in the Built Environment Good Practice Guide, CDC 2019



## 6.6 Community infrastructure

Site PR6a, to the west of PR6b is to provide a local centre and a two form entry primary school. Through the development brief process the location of the school and local centre as shown on the PR6a policy map have been reviewed. It has been agreed that they should be located in close proximity to one another, in a relatively central location which is easily accessible on foot, bicycle and wheelchair from all parts of the site and from PR6b. The indicative location is shown on Fig. 13.

The layout of PR6b should create direct walking and cycling connections towards the agreed final location of the school and local centre on site PR6a.

There is flexibility for the provision of supporting non-residential uses on the site, without prejudice to the delivery requirements under Policy PR6b and the delivery of non-residential uses on PR6a.

## 6.7 Heritage and archaeology

The site contains non-designated heritage assets (remains of a round barrow) and has the potential to contain further previously undiscovered, archaeological deposits which could be of sufficient significance to warrant physical preservation. This could only be determined following archaeological evaluation ahead of the granting of any planning permission.

Planning applications for development on the site will need to include an archaeological desk-based assessment, evaluation and appropriate mitigation strategy. This may include the need for buffer zones surrounding the heritage assets which would need to be reflected in the refined masterplan layout.

### **Development principles:**

- The round barrow (and other archaeological and historic landscape features, including those previously undiscovered, where appropriate) is to be retained, appropriately buffered as necessary, and referenced in the landscape and public realm of the site, to provide a link to the site's history.

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

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

Policy ESD 17: Green Infrastructure

Saved policy

### **Saved policies contained in the Cherwell Local Plan 1996**

C18 Development proposals affecting a listed building

C21 Proposals for re-use of a listed building

### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7**

**September 2020)**

Policy PR6b – Land west of Oxford Road

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 8: Innovation and Sustainability

### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England 2017  
Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018

## 6.8 Utilities and infrastructure

In addition to the movement and blue/green infrastructure requirements set out in earlier sections, design principles for utilities and infrastructure are as follows:

### **Development principles:**

- A coordinated approach to utilities planning should ensure that utilities are provided from the outset and integrated into utilities corridors. The street layout is to be organised to minimise utilities diversions wherever possible.
- A 132 kV OTL powerline is positioned in the northern corner of the site. This is to be accommodated within the green space/woodland, with appropriate offset to development and play space, or undergrounded.
- Potential noise pollution arising from Oxford Road and the railway line is to be mitigated by an appropriate building and layout design response following the principles of good acoustic design.
- Refer to section 6.4.6 regarding electric vehicle charging.
- General requirements for infrastructure provision are set out in the LPPR Infrastructure Schedule (Appendix 4).

### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy BSC 9: Public Services and Utilities  
Policy INF 1: Infrastructure

### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6b – Land west of Oxford Road  
Policy PR11 - Infrastructure Delivery  
Appendix 4 – Infrastructure Schedule

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 5: Streets and Spaces

# 7.0 Delivery and monitoring

## 7.1 Information to accompany planning applications

In accordance with Policy PR6b a single comprehensive, outline scheme shall be submitted for the entire site.

The check list below provides an indication of documents required at application stage. It is recommended that pre-application discussions are undertaken with Cherwell District Council prior to the submission of planning applications to agree the scope of the documentation to be provided.

- Delivery and Phasing Plan
- Planning Statement
- Housing Mix and Affordable Housing Provision
- Design and Access Statement
- Topographical Surveys
- Masterplan and Parameter Plans
- Landscape Visual Impact Assessment
- Arboricultural Impact Assessment
- Transport Assessment and Framework Travel Plan
- Parking Principles (where not covered in the Brief)
- Public right of way statement
- Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity
- Air Quality Assessment
- Contamination Assessment
- Noise and Vibration Assessment
- Archaeological Surveys
- Heritage Impact Assessment
- Ecological surveys and Biodiversity Impact Assessment (including a Habitat Suitability Index)
- Biodiversity Improvement and Management Plan

- Landscape and Ecological Management Plan
- Energy Strategy/ Sustainability Principles
- Employment, Skills and Training Plan
- Health Impact Assessment
- Community Involvement Statement
- Management Plan for the appropriate re-use and improvement of soils
- Services and Utilities
- Management and Maintenance Strategy for all Public Open Space
- S106 Draft Heads of Terms

Applicants are advised to submit a screening request for Environmental Impact Assessment to the local planning authority to ascertain whether an Environmental Statement should be submitted with any application.

Any detailed planning applications or reserved matter applications should also include:

- Materials Schedule
- Boundary Treatment Plan
- Soft and Hard Landscape Plan
- Parking Plan
- Services and Utilities Plan
- Waste and Recycling Plan including bin storage and bin collection points

The use of conditions to secure this additional detail will not generally be supported by the local planning authority.

## 7.2 Securing comprehensive development

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR6b and support the wider aims of the LPPR spatial strategy.

Where land, services or infrastructure within the site is designed to serve wider Cherwell Local Plan Partial Review developments, planning applications will demonstrate how this can be co-ordinated and delivered effectively through site masterplanning and S106 agreements.

Any infrastructure links or open space networks that are common to more than one Cherwell Local Plan Partial Review development site will be either constructed to the site boundary or in such a way as to facilitate connection, where required, between development sites with access to residents/public provided so as to avoid a 'ransom' position being established which prejudices the effective delivery of this common infrastructure and/or its long-term community benefit.

The development brief's site-specific vision, development principles and 'parameter plans' have been prepared to ensure a comprehensive development in compliance with Plan policies.

The Delivery and Phasing Plan accompanying the planning application is expected to demonstrate 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.

Obligations are to be secured via a planning agreement, entered into under section 106 of the Town and Country Planning Act 1990. Consistent with national planning policy and practice guidance and the Cherwell Developer Contributions SPD (February 2018), the allocation of S106 costs required to serve the development is to be agreed with the applicant to secure appropriate financial contributions and/or in-kind works under a direct delivery obligation. Subject to statutory tests, these shall provide for "on site" and/or "offsite" facilities and infrastructure as required.

In preparing a draft Head of Terms, it is recommended that proposals applicants should have regard to matters including the LPPR Infrastructure schedule. Where facilities and infrastructure are required to be provided on land outside

the site, these are to be secured by way of proportionate planning obligations and/or through the pooling of contributions as appropriate, in accordance with the Community Infrastructure Levy Regulations 2010, as amended.

It is recommended that pre-application discussions are undertaken with Cherwell District Council ahead of submitting the draft Head of Terms for developer contributions. In preparing a draft Head of Terms, it is recommended that proposals have regard to matters including the LPPR Infrastructure schedule and should consider in discussions with infrastructure providers whether infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance if needed.

Further guidance is contained in the Cherwell Developer Contributions SPD (February 2018).

### 7.3 Monitoring

Monitoring will be undertaken in accordance with Policy PR13 -Monitoring and Securing Delivery. The delivery of LPPR proposals will be monitored through the Council's Annual Monitoring Report process.

#### **Cherwell Local Plan 2011-2031 (adopted 20 July 2015)**

Policy INF 1: Infrastructure

#### **Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)**

Policy PR6b – Land west of Oxford Road

Policy PR11 - Infrastructure Delivery

PR12a-Delivering Sites and Maintaining Housing Supply

Policy PR13 -Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

Appendix 4 – Infrastructure Schedule

#### **Cherwell Developer Contributions SPD (adopted February 2018)**

# Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents

## **Cherwell Local Plan 2011-2031 (Part 1) Partial Review, the “LPPR”:**

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR6b – Land west of Oxford Road
- PR11 – Infrastructure Delivery
- PR12a – Delivering Sites and Maintaining Housing Supply
- PR12b – Sites Not Allocated in the Partial Review
- PR13 – Monitoring and Securing Delivery

## **Cherwell Local Plan 2011-2031 “The 2015 Plan”:**

- PSD1 – Presumption in Favour of Sustainable Development
- SLE4 - Improved Transport and Connections
- BSC2 – The Effective and Efficient Use of Land, Brownfield Land and Housing Density
- BSC3 – Affordable Housing
- BSC4 – Housing Mix Policy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- INF1 - Infrastructure

**Adopted Cherwell Local Plan 1996**

- GB2 - Change of use of land within the Green Belt
- TR1 - Transportation Funding
- TR11 – Oxford Canal
- TR22 - Roads
- C5 – Ecological Value of Features
- C14 – Trees and Landscaping
- C18 – Development proposals affecting a listed building
- C21 – Re-Use of Listed Buildings
- C23 – Conservation Areas
- C25 – Scheduled Ancient Monument
- C28 – Design Quality
- C29 – Design and The Oxford Canal
- C30 – Design Control
- C31 - Amenity
- C32 – Disabled Access
- ENV1 – Environmental Pollution
- ENV10 – Hazardous Installations
- ENV12 – Contaminated Land

**Adopted SPD**

- Cherwell Residential Design Guide (July 2018)
- Developer Contributions (February 2018)
- Kidlington Masterplan (December 2016)

# Alan Baxter

Page 25

**Prepared by** Clare Coats and Gina Simonavice

**Reviewed by** Clare Coats

**Draft issued** August 2022

T:\1187\1187-201\12 DTP Data\2019-04 Development briefs\PR 6b\1187-201\_Development Brief PR 6b Rev D.indd

This document is for the sole use of the person or organisation for whom it has been prepared under the terms of an invitation or appointment by such person or organisation. Unless and to the extent allowed for under the terms of such invitation or appointment this document should not be copied or used or relied upon in whole or in part by third parties for any purpose whatsoever. If this document has been issued as a report under the terms of an appointment by such person or organisation, it is valid only at the time of its production. Alan Baxter Ltd does not accept liability for any loss or damage arising from unauthorised use of this document.

If this document has been issued as a 'draft', it is issued solely for the purpose of client and/or team comment and must not be used for any other purpose without the written permission of Alan Baxter Ltd.

**Alan Baxter Ltd** is a limited company registered in England and Wales, number 06600598.

Registered office: 75 Cowcross Street, London, EC1M 6EL.

© **Copyright** subsists in this document.





75 Cowcross Street  
London EC1M 6EL

tel 020 7250 1555

email [aba@alanbaxter.co.uk](mailto:aba@alanbaxter.co.uk)

web [alanbaxter.co.uk](http://alanbaxter.co.uk)

## Appendix 2

Comments raised in consultation on PR6b

Commenter	Comment	CDC officer response	Edit needed to Development Brief	ABA response
London Oxford Airport	Along with PR6a and PR7a, the site is located under the flight path to/from LOA and therefore subject to noise associated with arriving/departing aircraft. The development of these sites will introduce new receptors into a potentially noisy environment. In accordance with 'agent of change' principles, the existing airport use must not be prejudiced by this. As a matter of principle OASL would prefer that these sites were not developed for noise sensitive uses like residential.	We note the point made, particularly in relation to the agent of change principle. The sites have been allocated in the Local Plan for residential development.	None	
London Oxford Airport	The onus must be on the developer(s) of these sites to ensure that suitable noise conditions are created for future occupiers that accounts for the existing noise constraints associated with aircraft movements. Future planning applications should be informed by thorough noise survey and assessment work with appropriate mitigation embedded into the scheme(s) from the outset in terms of design and building specification. This should account for the full extent of aircraft movements allowed by the s106 agreement (not just the current level of activity).	We note the point made - this will be relevant for planning applications for the site.	None	
London Oxford Airport	We recommend that the planning permission(s) for the development of these sites are subject to s.106 obligations requiring the developer(s) to formally notify future purchasers in writing of the existence of flight paths that cross the sites. This is necessary (in line with agent of change principles) in order to avoid the risk of the airport use being prejudiced in the future. We recommend that the draft briefs are updated to account for this and recommend early applicant consultation with OASL as part of pre-application discussions.	There is a need for consistency across the development briefs; those for PR7b and PR9 didn't include this. Nevertheless, we note the point made - this will be relevant for planning applications for the site.	None	
SSE	Refers us back to submissions they made in 2019 during the local plan policy formation	SSE's comments have been weighed in the formulation of the LPPR.	None	

St Andrews Church Oxford	<p>The DB promotion of healthy place shaping should go beyond expressing the principle in physical terms and set out the expectations of the steps required from the outset to engender a strong sense of community spirit and building a healthy community. Seeks confirmation that the Council will draw on its Healthy Bicester experience to create exemplary partnerships to support PR6b and other PR developments. One option to confirm this principle would be to require the developers to make available a community house in the first phase of building and to fund a full-time community liaison officer for the site. Another option would be to support the creation of a Community Trust with a suitable endowment. This is necessary to help build community spirit, including helping new residents settle into their new surroundings and facilitating social interaction between residents and local community groups.</p>	<p>Section 6.2 of the development brief sets out the detailed requirements for healthy place shaping. Appendix 4 of the LPPR sets out the community infrastructure required at the site</p>	None	
BBOWT	<p>The scale of development (across all six sites) will inevitably have a major impact in terms of vehicles and vehicle movements. If the Council is minded to proceed with the allocation of these sites for development then there are several aspects which will need to be required of developers to minimise the impact on wildlife</p>	<p>The principle of development has been established through the adoption of LPPR.</p>	None	
BBOWT	<p>The large scale of development should be matched by large-scale habitat restoration and enhancement (paras 175 and 179 of the NPPF).</p>	<p>The Local Plan policy requirements for biodiversity are set out at parts 9-11 of the policy</p>	None	
BBOWT	<p>Welcomes the requirement for a Biodiversity Impact Assessment to be submitted as part of the planning application and a supporting Biodiversity Improvement and Management Plan</p>	Noted	None	
BBOWT	<p>Concerned that despite mitigation measures there may still be significant light pollution arising from the developments, both static lighting as well as lights from vehicles. There is an opportunity to consider lighting strategically to make this area an exemplar in terms of minimising light pollution in terms of the type of lighting used, how much is used and where it is used, as well as design of routes to avoid light pollution into wildlife-rich areas of the sites. A key principle will be to keep dark corridors where bats are using lines of trees and hedgerows as flight paths. Lighting will have to be managed carefully to ensure it is of low spill variety.</p>	<p>These comments are noted and it will be an important consideration for planning application proposals</p>	None	

BBOWT	In order to provide the requisite wildlife benefits, to achieve the biodiversity net gain, there should not be public access across the entire area of green infrastructure. Zoning, and a 'hierarchy' of access levels of the combination of all green areas should be carefully planned, including consideration of main paths/cycle routes/desire lines. There should be informal recreation along a network of paths and openly accessible spaces included within a mosaic of areas that are closed off by appropriate use of hedgerows, screens, fences and ditches. Broad zones might help keep some larger restricted access nature conservation blocks 'quiet' rather than fragmenting areas too much - would be simpler for residents and visitors to understand and will allow wildlife to thrive and be observed from paths, in areas defined as 'nature reserves' with interpretation to the public to explain their value	We note the points made. It may be that the BIA and BIMP may lead to areas needing to be protected to meet the requirements of Policy PR6b but this information has not been available to inform preparation of the brief, and would need to be determined at the planning application stage.	None	
BBOWT	It is important that details are provided for how green infrastructure will be managed in the long term (i.e. forever). Once developed it can be reasonably assumed that the developed land will have buildings on forever. Therefore the GI should be retained forever and with an endowment fund to pay for its management forever.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
BBOWT	The GI including wildlife habitats should be managed forever and proposals should recognise this. Long term management plans and effective, sensitive management will be needed for the site. Ideally, there would be a funded officer role to coordinate and oversee this, which could be alongside or sharing a role as a community engagement officer; this role could be delivered by an officer in an external organisation with appropriate experience.	Noted	None	
BBOWT	The wording "The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where appropriate/viable" should be amended to: "A scheme for the provision of exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings." The order is important and the current order suggests that bird and bat boxes are more important than wildlife connectivity. The reality is that the provision of natural wildlife habitat, including within the built environment, is much more valuable for wildlife than bird and bat boxes.	The point is very much noted, including the order of the sentence	The development brief will be amended accordingly	Text of P49 amended

BBOWT	<p>The development should be exemplary in terms of integrating biodiversity features. The Development Brief should require the development to maximise the provision of green roofs and install solar panels on roofs which are not green roofs. Wildlife connectivity between gardens can be achieved by allowing gaps in fencing and walls for hedgehogs and other small animals to roam. This can be used to raise community awareness of wildlife.</p>	<p>These points are very much noted. With regard to green roofs, they are mentioned at Section 6.0 ("The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable") and further text is not considered necessary</p>	None	
BBOWT	<p>Expects that wildlife-rich areas will be protected during construction and afterwards/during occupation. This will require long-term monitoring and sensitive management to a plan with developer-funded oversight. We welcome the requirement to retain mature trees and manage these sensitively.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	
BBOWT	<p>Any future planning application would need to be judged robustly against the biodiversity and green space elements of the Cherwell Local Plan and the NPPF. The impact on protected species, designated sites and any Species and Habitats of Principal Importance for Conservation in England (as listed under Section 41 of NERC Act (2006)) that may be affected will need to be assessed in relation to any planning applications on these sites. A full suite of habitat and species surveys should be carried out. The species surveys should address priority and notable species in addition to protected species. Surveys should include breeding bird surveys and, on the arable land, surveys for arable plants.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	
BBOWT	<p>Off-site compensation should be provided for farmland birds where these are impacted (and on-site compensation where this is possible – substantial nature reserves areas with zoning to control public access would be needed in this case since many of these species are not suited to built-up areas or disturbance by people, dogs and cats) to ensure that populations are maintained in line with the above quoted legislation. Such compensation is commonly required within Cherwell District, as evidenced for example by the NW Bicester Eco-Town development.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	
BBOWT	<p>Very little green space is to be provided within this site</p>	<p>Figures 14 and 21 show a series of public parkland corridors throughout the site to include tree planting and habitat corridors</p>	None	

BBOWT	While not of wildlife site status, the current site does have significant wildlife habitat value, especially linking habitats to the north of the site and for birds. As with the other proposed allocations we reserve the right to object at planning application stage should we consider that wildlife habitat is not sufficiently incorporated into proposals. In particular, we consider that the mature trees should be retained except in a few isolated exceptional circumstances.	We agree with regard to mature trees	None	
BBOWT	Given its current use as a golf course, this site has a significant number of mature trees. We believe that the majority of mature trees should be retained as a feature within the development, guiding the layout of streets and plots so that they are incorporated as street trees, in public areas and in private gardens. An example of where this has been done successfully is at the Edgcombe Park development in Crowthorne in Berkshire.	Noted	None	
BBOWT	The trees support wildlife (particularly birds, bats and invertebrates), create a pleasant landscape and reduce the stark new appearance of the site as it is constructed and matures, and help to mitigate the urban heat island effect. Retaining trees provides a useful age-diversity of trees and benefits the wellbeing of future residents. At the Edgcombe Park development, trees were retained unless they were on actual road routes or immediately adjacent to houses. We would expect the developer to avoid harming trees during construction, for example, air-blasting for trenches near roots, and providing appropriate space for roots.	Noted	None	
BBOWT	The Ecological Appraisal published in December 2018 which covers PR6a and PR6b identified that bat activity levels were highest within the golf course, particularly above the northern end where there are a greater variety of habitats including a wet ditch, pond and rough ground.	Noted	None	
BBOWT	The site also has some small areas of scrub / semi-improved grassland which should be retained and sensitively managed long-term including providing a variety of grass heights (this supports invertebrates), areas of rough grassland (good for hunting birds of prey) and rotational management of both these habitats for an age diversity. These habitats are valuable together and as islands / scallops to increase edge habitat.	Noted	None	

<p>Harbord Road Area Residents</p>	<p>Policy PR6b, 21 requires: "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".</p> <p>The Inspector who examined the Local Plan Partial review specifically mentioned this in paragraph 106 of his report: "On that basis, given that criterion 21 of the policy requires a programme for the submission of proposals and the development of a replacement golf course on the Policy PR6c site, if it is needed, before work on the housing on the existing golf course commences." The Inspector said more in paragraph 115 "...the idea being that, if deemed necessary, there will be no period when golfing facilities are unavailable".</p> <p>The requirement for a golf course cannot be in doubt. Golf provision in the area is diminishing but at the same time the population is set to increase very substantially. We believe that a new golf course must be built to meet both existing and future demand.</p> <p>In line with the Policy requirement copied above it is crucially important that the new golf course is fully operational and available for use before any development of PR6b takes place.</p>	<p>Noted</p>	<p>None</p>	
<p>Harbord Road Area Residents</p>	<p>The site is acknowledged to be vulnerable to commuter parking. As a residents' association based very close to the site we believe (based on experience) that commuter parking will be inevitable unless a Controlled Parking Zone (CPZ) is put in place. We are aware of ambitions of the consultants working on PR6a to 'design out' commuter parking but we do not believe that this approach will be effective. We believe that this will not be possible and the only way to deal with commuter parking is a CPZ. For reasons of efficiency this should be put in place as a planned part of the development.</p>	<p>The point is noted; the CPZ is outside of the scope of planning, but we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Text of 6.4.6 amended</p>
<p>Harbord Road Area Residents</p>	<p>It is not just commuter parking that is an issue in this area. There is also the likelihood of the area being used for parking by visitors to Cuttleslowe Park (which we also have experience of). If the new stadium at Stratfield Brake were to proceed, that too would pose parking issues for this site.</p>	<p>Noted</p>	<p>None</p>	

<p>Harbord Road Area Residents</p>	<p>Page 49 of the development brief mentions a wildlife corridor along the site's western boundary to accommodate noise mitigation to the railway line. Page 19 mentions noise and potential vibration arising from the railway line, A34 and Oxford Road. Both statements indicate a lack of appreciation of the noise from the A34 which is extremely close to this site. In other areas such as Wolvercote there are ongoing campaigns for a noise assessment for the A34 because of the level of noise and the adverse impact that it has on residents. The Wolvercote community is seeking noise control measures as their objective. The noise from the A34 (and A40) is also being raised in connection with the dwellings being developed at Oxford North. In relation to PR6b it would seem sensible to consider the noise from the A34 and what could be done to mitigate it at this early stage when it is easier to build in measures against what we believe will inevitably be an issue for the future residents.</p>	<p>Agreed</p>	<p>None</p>	
<p>Harbord Road Area Residents</p>	<p>This site supports an exceptional amount of biodiversity but the development brief fails to demonstrate any appreciation of this. We acknowledge that there will be biodiversity impact assessment and that there is a requirement to increase biodiversity by 10%, but there is no indication of how this is going to be achieved on such a bio-diverse site or the challenges involved. As an example the briefs state that bat boxes will be put up but there is no acknowledgement of the effect of the removal of so many trees which will provide important and diverse types of feeding and roosting habitats for different types of bats. Due to the exceptional nature of this site, we feel that there should be an exceptional approach. Further to PR6b Policy 10 (e), existing corridors include east-west connectivity but these have been overlooked in the Development Brief. The "protection and enhancement of existing wildlife corridors" requires that entire continuous east-west corridors are maintained. It would not be satisfactory to have green areas that peter out and are dead ends or cul de sacs.</p>	<p>The point is noted. Although the land promoter would like the Development Brief not to require retention of certain trees, this is included in the Brief, e.g. as shown in Figures 12 and 13. Many of the fairways on the golf course run broadly north-south and the vegetation between them also run north-south; there appear to be two principal east-west corridors and these are retained / shown in the Development Brief, as shown in Figure 21.</p>	<p>None</p>	
<p>Harbord Road Area Residents</p>	<p>Policy PR6b,10 requires: "Proposals for wildlife compensation from the loss of trees and wildlife management and maintenance". We understand that the biodiversity has yet to be assessed, but feel that the requirement to provide proposals for wildlife management and maintenance has been overlooked and should be included in the Development Brief.</p>	<p>The point is noted; Policy PR6b requires the submission of a Biodiversity Improvement and Management Plan and sets out what the Plan needs to include. The Development Brief reflects the above, and it is not considered necessary to add to what is already included</p>	<p>None</p>	



Harbord Road Area Residents	<p>There is much local concern regarding the discharge of effluent into waterways as a result of Thames Water's lack of capacity to cope with existing levels of sewage. This does not seem to be addressed in the Development Brief. While the PR6b Policy requirement 15 may have been fulfilled ("The application should demonstrate that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network"), this gives little assurance that the drainage network is able to cope with the foul drainage.</p>	<p>The point is noted; Policy PR6b (15) remains a requirement - the planning application has yet to be submitted.</p>	<p>None</p>	
Harbord Road Area Residents	<p>In June 2021 Thames Water wrote to the Planning Authority in respect of Oxford City Council's nearby but much smaller St Frideswide's Farm development saying: "Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal". In November 2021 Thames Water amended its approach but wrote again saying that they had been unable to contact the developer in the time available so they were unable to determine the foul water infrastructure needs of the planning application. Thames Water also said that they could only provide water infrastructure for 49 of the 134 dwellings and sought planning conditions regarding occupation of the dwellings. A similar but larger scale issue can be anticipated on PR6b.</p>	<p>Noted</p>	<p>None</p>	
Harbord Road Area Residents	<p>Pages 21/23 mention the "Opportunity to provide locations for vehicle access, in a co-ordinated manner between sites PR6a and PR6b and opportunities to connect into Linkside Avenue/streets to the south of the site.". There is only a narrow cul-de-sac (between two houses ) at the end of Lakeside (beyond Linkside Avenue) which could be used to gain access to PR6b from the South. For this to be used for pedestrian and cycle access might well be appropriate; but it cannot be right to take any through traffic along the length of Linkside Avenue (which alone contains 100 households ) and Lakeside and through this narrow passage. We ask that the references to Linkside Avenue be removed.</p>	<p>Section 4.2.5 of the development brief does include connection to Linkside Avenue as a 'site opportunity' but it does not feature for the development framework for the site as set out from page 25 onwards - e.g. Figure 12 shows a walking &amp; cycling connection to Jordan Hill but this is the only transport connection to land south of PR6b. The development brief does not allow for any connection, vehicular or otherwise, to Linkslade Avenue</p>	<p>None</p>	
Gosford & Water Eaton PC	<p>With the new layout of the roads, worked on by the Christchurch team working on PR6a, do the access points and road layout remain the same as on this draft proposal?</p>	<p>The development briefs set out the requirements for access, both for PR6a and PR6b. Developers may choose to propose something different - this is a risk they run</p>	<p>None</p>	

Gosford & Water Eaton PC	<p>We are unhappy with the large number of trees being removed. The buildings can work around the trees. Just because the developers have classified most of the trees as less important, this does not make these trees less important. This is a very high pollution area cars, lorries and buses going into Oxford and the train station constantly. The A34 is in constant 24 hour use.</p> <p>We now have a frequent train service through this area between Oxford central and London Marylebone. Trees are needed to combat this high pollution area, created by all the traffic surrounding it.</p>	<p>The development of 670 houses on this site will require the removal of many of the trees on the site, and is therefore inherent in the allocation of the site for development. The impact on trees especially those worthy of protection, will be a material consideration in the assessment of any future planning application</p>	None	
Gosford & Water Eaton PC	<p>A pedestrian bridge is required. A bridge going over the main road between sites PR6b and PR6a is now required. The school on PR6a is for young children. There is not car traffic allowed to drop children off at school, children will be walked to school. Children will also go over onto site PR6a to use the recreational facilities and Cutteslow park.</p> <p>Extra safety precautions are required to ensure the safe crossing of a busy road by young children. A recent fatal accident along this very busy road, in this location caused a cyclist to be killed. Safe passage for walkers and cyclists is a Major Concern. Suggest this bridge be slightly to the northern side so that it allows for safe passage for those walking to the train station too.</p>	<p>The development of the PR6a and PR6b sites does not necessitate a bridge over Oxford Road because safe pedestrian and cycle movement is to be provided by signalised crossings of the road. There has been a Traffic Regulation Order consultation in July 2022 to reduce the speed of the road to 30mph.</p>	None	
Gosford & Water Eaton PC	<p>Place the buildings with their living areas facing south to maximise sunlight and warmth into homes. Put the higher rise homes to the north and the lower rise buildings to the south.</p>	<p>Having regard to the layout shown at Figure 15 this should be achievable in certain places across the site, but it would not seem appropriate to make this a stipulation given the potential impact on dwelling numbers and other development principles</p>	None	
Gosford & Water Eaton PC	<p>Allow for solar and photovoltaic panels on the south facing rooves to generate electricity and reduce heating requirements.</p>	<p>We note the point made - this will be relevant for planning applications for the site.</p>	None	
Summertown and St Margaret's Neighbourhood	<p>Wishes to register a request to be consulted on the progress of the development briefs and any development proposals at every stage</p>	Noted	None	
SSMNF	<p>Together with PR6a the site comprises a gateway into Oxford and is of great importance that their development reflects this importance and takes the opportunity to provide a genuinely 21st century development in terms of high quality design and low carbon development</p>	Noted	None	

SSMNF	<p>It is thus disappointing that these briefs do not suggest this level of imaginative planning and do not reflect contemporary public concerns about quality of development and design, climate change and sustainability/ regeneration including a commitment to passive house standards, and best practice in traffic calmed safe neighbourhoods. Rather, they reflect a piecemeal approach, and lack of holistic vision.</p>	<p>The objectives of the Development Brief include to provide comprehensive development of the site, to require high quality design, and to require traffic calmed safe neighbourhoods. Each Development Brief sets out a vision for the respective site.</p>	None	
SSMNF	<p>Nor do the briefs suggest the ambition made possible by the very large increase in land value that will arise from the development of these three greenfield sites. This uplift to landowners and developers gives Cherwell District Council significant leverage to secure an exceptional development, but this ambition does not appear to be recognized in the three development briefs. Nor is there any recognition of the need to have an overage scheme in place to allow for increases in planning gains as land values and houses prices rise over the long timescales of these developments.</p>	<p>It is important that there is consistency across the six development briefs, and the briefs for PR7b and PR9 don't include text in this regard. In addition, Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites</p>	None	
SSMNF	<p>Furthermore, the proximity of the sites to each other strongly suggests to the Forum that there should be an overarching planning framework to ensure the sites are developed in coordination with clear timescales, phasing, and infrastructure provision (for example traffic, public transport, cycling and pedestrian planning) to secure an integrated approach</p>	<p>Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites</p>	None	
SSMNF	<p>The development of these sites and others in the Kidlington area will significantly reduce the size and quality of the Green Belt and therefore it is of great importance that new development provides adequate compensation in terms of development quality and environmental protection in and around these sites to reflect the scale of this loss. There is particular concern about the future of land to the east of PR6A and we believe there is an opportunity to declare this area a wetland/natural habitat/sanctuary area up to the banks of the Cherwell River. It is important to people of North Oxford that this opportunity is not missed. Moreover, there is a need to make a significant, specific and tangible commitment to increase biodiversity.</p>	Noted	None	

SSMNF	<p>Development of the PR sites will have significant implications for our area:</p> <ul style="list-style-type: none"> <li>•The loss of high quality Green Belt</li> <li>•The implications of increased demand for public services (such as GPs, pharmacies, schools, libraries, social care, policing) in Summertown and North Oxford – who is to provide/fund these additional services?</li> <li>•The implications for water and sewage provision given the appalling overflows currently taking place</li> <li>•The lack of clarity about exactly who the new housing will be for? For example what does ‘affordable’ housing mean? How much housing will there be for the elderly and disabled and for those with special housing needs? Is the housing goes to be at passive house standards or above?</li> <li>•How will the increase in traffic through our neighbourhood, particularly down the Banbury Road and in Summertown Centre, be managed? How will residents cross safely across the Banbury Road between PR6A and PR6B? What traffic calming measures will be introduced along the Banbury Road? What safety by design measures are to be taken for pedestrians and cyclists?</li> <li>•The precise impact of development on landscape, trees, biodiversity, and public access particularly to the east of PR6A is unclear. Any changes to landscape and trees should be strictly phased and evolutionary, mitigating any damage to the environment</li> </ul>	<p>Loss of Green Belt - The principle of development has been established through the adoption. Appendix 4 of the LPPR sets out the infrastructure requirements across the PR sites; these would be funded by the site developers. Housing - 50% must be Affordable Housing; green belt land has been released for housing on the basis of meeting Oxford's unmet need; Policy BSC4 of the Local Plan requires an appropriate housing mix and provision on sites of this size for extra care, and encourages the provision of specialist housing for older and/or disabled people and those with mental health needs. Impacts re traffic, trees, biodiversity, etc. - this will be a matter for the planning application assessment</p>		
SSMNF	<p>We note there is much in the development briefs about sustainability but little about the mechanism that will ensure high design standards of sustainability, and high levels of service provision that these Gateway sites deserve. Leaving it to section 106 agreements alone is highly risky. The danger is that the failures of the Oxford North scheme, which the Forum objected to due to loss of affordable housing provision, will be repeated again with the community losing out due to the use of 'viability' arguments when planning applications are submitted – unless the terms of the planning briefs are as precise and exacting as they need to be.</p>	<p>Section 106 agreements will take precedence over and have more weight than the development brief. Development of the site will be required to conform to the LPPR requirements. The development briefs are intended to guide landowners/developers as to how the site(s) should be developed.</p>	None	
SSMNF	<p>We believe there is an opportunity to create an innovative delivery mechanism - a public/ private partnership to deliver these schemes and capture land value, comprising opportunities for community land trusts and community participation in protecting and managing the environment.</p>	Noted	None	

SSMNF	There is opportunity for CDC to promote a community self-build scheme for the PR sites as they have so successfully at Graven Hill in Bicester	There is no planning policy requirement for the provision of self-build as part of the development	None	
Mark Fransham	Emphasises the importance of seizing the opportunity to dramatically improve cycling and walking provision for the Kidlington-Summertown-Oxford route. References the 8th Feb 2022 fatality. Would like to see the development briefs adopt a 'Vision Zero' approach to reduce pedestrian and cycling deaths to zero. Central to this is the provision of segregated routes, separating pedestrians from cyclists from motor vehicles, reduction in speeds and safe road design, and must be design for the convenience of pedestrians and cyclists, deprioritising the convenience and speed of motor vehicles	The objectives of segregating traffic are captured in the development brief. It will be a matter for the planning application assessment to ensure these objectives have been met with the proposed development	None	
Mark Fransham	The proposed cycle route to Cutteslowe Park is potentially an excellent addition to the area, but must be seen as a leisure route as must the canal to the west. Fast, priority, segregated and direct routes for cyclists and pedestrians on the Kidlington-Summertown-Oxford route are essential	Noted	None	
Mark Fransham	Would like to see the development briefs incorporate a complete redesign of the Kidlington roundabout. The current sketches for a redesigned roundabout are car-centred and unfit for purpose , designed like a motorway junction and regular site of accidents. 11th Feb 2022 a car came off Kidlington roundabout and hit a tree; on 8th March 2022 a HGV hit a car.	Very much noted, but this is beyond the remit of the development brief as it falls outside the site. The development brief is not able to require more than the Local Plan policy	None	
Mark Fransham	The development briefs should include unambiguous instructions that cycle paths have to be LTN1/20 compliant and that shared paths on this site are unacceptable; the north-south cycle and walking route cannot be a shared path; any new cycle/walking crossings cannot be shared.	This is captured in the Development Brief, e.g. Page 32 / Figure 16.	None	
David Peddy	This is an unwarranted intrusion into green belt land with damage to flora & fauna;valuable recreational facilities and creating congestion for which no provision is being made Housing will create unacceptable pressure on road,medical,hospital and school facilities	This relates to the principle of development, which has been set through the adoption of the LPPR	None	

Peter Hehir (destr of golf c)	There is much underused and plain green belt around the shoe development to take in the additional houses you are proposing for the Golf Club site. Some of the closer to sites could readily be enlarged without further issues arising for those neighbourhoods.	This relates to the principle of development, which has been set through the adoption of the LPPR	None	
Peter Hehir (destr of golf c)	Describing the development as an elegant gateway to the city is ridiculous. From cars you see only hedges and trees. If these are not thick enough on the boundary , thicken them.	The Development Brief provides for retention, enhancement and replanting of trees, etc. to the Oxford Road frontage and woodland planting to the northern edge of the site.	None	
Peter Hehir (destr of golf c)	Talk of streets making connections better completely ignores a simple fact - who needs to be connected around a suburb of developments? Just the residents to exits to the roads in and out of Oxford. They don't need to charge through the golf club area.	Connectivity and permeability are important so that the development can be successfully integrated with its surroundings. The Development Brief provides for vehicular connections onto Oxford Road and additional walking and cycling connections to the south, just west of Jordan Hill Business Park, and to the east onto Oxford Road close to the park and ride	None	
Peter Hehir (destr of golf c)	You imply that the houses will bring an environmental benefit. You know this is not just nonsense, but completely untrue. How can the thousands of trees, bushes, and and grass be improved by covering most of the site with concrete and reducing run off potentially seriously.	There are several requirements of the policy, some of which are elaborated upon within the Development Brief, which will secure mitigation for the development, particularly in regard to biodiversity, water, waste, soils	None	
Peter Hehir (destr of golf c)	Overall, this looks like Cherwell DC's over- ambitious leader dumping Banbury problems out to the edge of it jurisdiction where its voters are less significant to his reign. He also supports the Arc, a vainglorious idea to connect two university's who have not demonstrated great benefits to science and the world from building hundreds of thousands of new houses and more roads. Again, significantly, this Arc won't affect Banbury and its environs. It does look as though he is on the losing side with the Arc, thank goodness, but voters in the south of his principality will not forgive this current sad adventure into the unnecessary destruction of not only the North Oxford - Kidlington gap but also adding to the already very high emissions encountered on the roads nearby	This relates to the principle of development, which has been set through the adoption of the LPPR	None	
Peter Hehir (destr of golf c)	Planning rigour seems to have declined alarmingly in favour of land owners, especially some University colleges, aided and abetted by estate agencies now taking up much of the work once done by experienced planners - who stood up to politicians seeking land development for ulterior motives.	This relates to the principle of development, which has been set through the adoption of the LPPR	None	

<p>Peter Hehir (destr of golf c)</p>	<p>Finally, since none of the houses will be sold at prices reachable by the ordinary working families who keep the City running: "affordable" meaning 80% of market value) is NOT affordable in the real world..</p>	<p>This is not within the scope of the Development Brief</p>	<p>None</p>	
<p>Oxford Cricket Club (xerox)</p>	<p>Our future is under threat because we play at the Oxford University Press ground at Jordan Hill, which is also scheduled for residential development under Oxford City Council plans. The future of the club and the important health and social benefits it provides is therefore at risk. What would secure the future of this important asset would be if the development proposals for both Jordan Hill and site PR6b could be adapted to allow the retention of space for two cricket grounds and a pavilion, by retaining part of Jordan Hill and part of site PR6b to create a site for the future of Oxford cricket. Specifically there would need to be enough space for pitches with regulation sized boundaries so that houses in adjoining developments would not be under threat. The draft Development Brief requires there to be space for "formal sports, play areas and allotments" within the area. An additional benefit would be the retention of an important area of green space within the development, helping to retain a break among solid ranks of housing proposed in the plans. It would be available not only for formal sport, but for walking and casual recreation when not in use for training or matches.</p>	<p>These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site."</p>	<p>None</p>	

<p>Andrew &amp; Sue Moss (cricket)</p>	<p>At present we play matches and offer coaching and training on the Oxford University Press ground at Jordan Hill, just over the boundary from Cherwell District and immediately adjoining the golf course. This site is also zoned for housing in Oxford City Council's future plans. We have long cherished the hope that one day we would be able to offer two grounds, side by side so that all our teams can use the same facilities (currently our 3rd and 4th XI teams play on another rented ground in Marston). We propose that part of the land inside the city and part of site PR6b should be set aside for two cricket grounds (with regulation size boundaries) to provide a long term future for the club, with all the benefits it brings to the community. The draft development brief proposes that there should be space for "formal sports" within the area. We argue that this should be for cricket on the basis that there is already a flourishing premier league club (ourselves) in the area and other sports are already well provided for. By adding this sports facility to the proposed housing development, Cherwell District Council could demonstrate commitment to health and well being as well as sustain an important part of the future for cricket. It would retain a green break between Oxford City and Cherwell, and provide relief from the solid ranks of housing proposed in the draft brief. It would be available for informal recreation when not in use for formal sport.</p>	<p>These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site."</p>	<p>None</p>	
<p>Haiming Liu and Lydia Lee (same comment made)</p>	<p>I propose that part of the land inside the city and part of site PR6b should be set aside for two cricket grounds (with regulation size boundaries) to provide a long term future for the club, with all the benefits it brings to the community as well as being available for informal recreational use when not in use for formal sports. The draft development brief proposes that there should be space for "formal sports" within the area. I believe that this should be for cricket on the basis that there is already a flourishing premier league club (ourselves) in the area which has a growing women's and youth section and that other sports are already well provided for.</p>	<p>These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site."</p>	<p>None</p>	
<p>Greenway Oxon (golf)</p>	<p>Given the assurances at the EIP and High Court about the feasibility of replacement provision at the Frieze Farm (6c) site allocated for that purpose in the Partial Review, you will understand that we judge it particularly important that such replacement is secured, provided at the expense of the applicants, and ready for play before any development of 6b occurs.</p>	<p>Noted</p>	<p>None</p>	



<p>Greenway Oxon (golf)</p>	<p>•4.1 We find the comment ‘The replacement (or otherwise) of the golf course needs to be addressed (my italics) before development commences under policy PR6b’ worrying. On the basis that there is found to be a need for replacement, it should be clear that provision has to be made before any 6b development begins. Inspector Griffiths specified at paragraph 106 of his Report that “criterion 21 of the NPPF requires a programme for submission of proposals and the development of a replacement golf course on the Policy PR6c site, if it is needed, before work on the housing on the existing golf course commences...” He added in paragraph 115 “...there will need to be a Delivery Plan that co-ordinates development with any taking place on the Policy PR6b allocation; the idea being that, if deemed necessary, there will be no period when golfing facilities are unavailable.” This is critically important because you make it clear that the brief will have the status of a material consideration. Accordingly, we consider that the Brief must be changed to clarify this. •6.2 ‘meet the need for early provision of health promoting infrastructure’ (and indeed 2.1 vi)) precisely endorse our arguments for reprovision</p>	<p>These comments are noted and the first bullet point in Section 4.1 will be amended accordingly</p>	<p>Page 19, 1st bullet - amend to state: "The site is currently in use as a golf course and club. An alternative site for the course at Frieze Farm (PR6c) has been identified in the LPPR. Policy PR6b requires a programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course before development commences under policy PR6b)."</p>	<p>text of 4.1 amended</p>
<p>Greenway Oxon (golf)</p>	<p>•7.0 relates to planning obligations to be secured via a planning agreement, and for avoidance of doubt, the potential need for the applicant to finance and deliver the reprovision at Frieze Farm should be spelt out here as well.</p>	<p>Section 7 doesn't set out the particular planning obligations that will be required. Under 7.1 it states that the planning application will need to be accompanied by a S106 Draft Heads of Terms, and under 7.2 that obligations will be secured via a Section 106 agreement and that in preparing a draft Heads of Terms applicants are encouraged to consult the LPPR Infrastructure schedule. In order for the LPA to require reprovision at Frieze Farm it would need to be included in Appendix 4 of the LPPR.</p>	<p>None</p>	
<p>Greenway Oxon (golf)</p>	<p>•In sum, we are in no doubt that the golf course will need to be re-provided. Demand was rising before Covid, and has risen steeply since. The building of the Partial Review dwellings on top of other commitments in the wider area, will further fuel demand. Yet at the same time, for a variety of reasons golf provision in this part of the County has significantly declined over the last two or three years. Public health issues, both directly and indirectly arising from the Covid pandemic, make recreation provision (and golf in particular) critical. The Brief should reflect this.</p>	<p>We acknowledge the importance of recreation provision and note the comments regarding demand and availability. It is considered, however, that Policies PR6b and PR6c are sufficiently clear in the requirement for and securing of replacement golf course provision.</p>	<p>None</p>	

Greenway Oxon (golf)	<ul style="list-style-type: none"> <li>•4.2.5 (second bullet) 'opportunity to provide locations for vehicular access in a co-ordinated manner between sites PR6a and PR6b and opportunities to connect into Linkside Avenue/streets to the south of the site'.</li> </ul> <p>On the first part of this, we have concerns that 'left in left out' only option at the northern joint access to the sites, will promote rat-running through the Primary street and/or unnecessary vehicle movements on the Oxford road. In the case of 6b it would be more sensible to take access as a fourth leg of the existing P&amp;Ride junction. On the second, we think that it would be a huge mistake to attract more vehicles through what is presently a relatively quiet cul-de-sac; paragraph 103 of the Inspectors report makes it clear that access should be to the Oxford Road.</p>	Spatially there is merit to the suggestion of the secondary access being located at the existing park and ride junction. However, land levels would prevent the access from being achieved here. With regard to linkages to the south, the only one proposed is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue.	None	
Greenway Oxon (golf)	<ul style="list-style-type: none"> <li>•The allocation of this site was predicated entirely on Oxford's alleged housing need. We would expect to see a high proportion of social housing within the 'affordable' 50%. We would absolutely not wish to see the site developed for University accommodation (as has been suggested at the EIP and elsewhere by the University and College owners).</li> </ul>	The Council's preference is for social housing and so we would expect to see 70% of the Affordable Housing and therefore 35% of all of the housing to be Social Rent. If the landowner wishes to develop housing for university accommodation this would need to be additional to the allocated 670 or form part of the non-Affordable housing.	None	
Greenway Oxon (golf)	<ul style="list-style-type: none"> <li>•There is reference to measures to attenuate noise from the railway line. Though movements are likely to grow over the next few years as E-W rail is developed, noise from the A34 is the bigger problem and should be specifically considered. Indeed this may pose problems with establishing a wildlife corridor. In sum, mitigation measures will need to be robust.</li> </ul>	Noted	None	
Greenway Oxon (golf)	<ul style="list-style-type: none"> <li>•As we pointed out at the EIP, the golf course site is extremely biodiverse. It is disappointing to see little evidence of this in the Brief. A look at our evidence should convince you of the need to include proposals for wildlife conservation in the Brief.</li> </ul>	Policy PR6b requires that application(s) are supported by a Biodiversity Impact Assessment, a Biodiversity Improvement and Management Plan, measures for securing net biodiversity gain within the site and for the protection of wildlife during construction and measures for retaining and conserving protected/notable species within the development. Further details are set out in Sections 6.3.2 and 6.5 of the Development Brief, e.g. there is required to be a linear wildlife corridor/green buffer along the full length of the site's western boundary.	None	

Greenway Oxon (golf)	<p>•Although you mention the possible need for residents parking measures of some sort, because of the proximity of the P&amp;R interchanges, experience of present commuter parking pressures locally, indicates that a Controlled Parking Zone will be needed at the very beginning of the development phase. There are also existing pressures from Cutteslowe Park.</p> <p>Moreover were the stadium proposal at Stratfield Brake to go ahead, measures would need to be particularly robust.</p>	<p>Noted; the CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	<p>Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."</p>	Text at 6.4.6 amended
Jonathan Anelay (Linkside)	<p>There is only a narrow cul-de-sac ( between two houses )at the end of Lakeside ( beyond Linkside Avenue ) which could be used to gain access to PR6b from the South. For this to be used for pedestrian and cycle access might well be appropriate; but it cannot be right to take any through traffic along the length of Linkside Avenue ( which alone contains 100 households ) and Lakeside and through this narrow passage.</p> <p>Please omit the references to Linkside Avenue.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Martin McNamara (Linkside)	<p>Cherwell's draft Local Plan seems to indicate that there could be a motor road at the far end of Lakeside Avenue, on to what is currently the golf course.</p> <p>This is a very narrow cul-de-sac (between two houses) at the end of Lakeside which could be used to gain access to PR6b from the South. Whilst it may be considered appropriate for this to be used for pedestrian and cycle access, it is wholly inappropriate to consider allowing traffic access.</p> <p>This would create the potential for considerable vehicle movements along the length of Lakeside and Linkside, which the current roads will be unable to cope with.</p> <p>I therefore would ask that you make amendments to omit the references to Linkside Avenue.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Deepak Mukhi (Linkside)	<p>possibility of a draft proposal in the Briefs which would introduce a thoroughfare route for motor traffic through Linkside Avenue. I am sure I am mistaken but if I am not I am strongly against any such proposal as it would destroy the tranquillity of our road.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

Deborah Eyre (Linkside)	<p>I would like to object to this road being added to a quiet residential area. It will create an unsafe passage and ruin this quiet road.</p> <p>There is only a narrow cul-de-sac ( between two houses )at the end of Lakeside ( beyond Linkside Avenue ) which could be used to gain access to PR6b from the South. For this to be used for pedestrian and cycle access might well be appropriate; but it cannot be right to take any through traffic along the length of Linkside Avenue ( which alone contains 100 households ) and Lakeside and through this narrow passage.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Tony Edwards (principle of dev)	<p>The proposal to give access to golf course land seems completely nonsensical The sensible way forward should be to give access directly onto Banbury road as currently .</p> <p>Why destroy the environment presently provided in linkside and lakeside when there is a perfectly good alternative Proposal to route down linkside and lakeside makes no sense at all A Edwards Sent from my iPad</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Minal Mukhi (Linkside)	<p>I am most unhappy at your proposal to build a thoroughfare traffic route using a narrow cul-de-sac between two houses at the end of Lakeside beyond Linkside Avenue. This is unacceptable as it is dangerous with a constant stream of traffic on our quiet road. This will also destroy the peace and tranquillity of our cul-de-sac.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Elspeth Gourd (Linkside)	<p>proposed traffic route leading from the south-west side of the new development into the end of Lakeside, thus providing a cut-through or rat-run through what is currently a peaceful no-through-road area of Lakeside and Linkside Avenue. We strongly object to any traffic route of this sort. It appears under 'Site Opportunities' as an 'important connection' on Figure 11 on page 22 of the document.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Matt Elsey (Linkside)	<p>I would like to raise concern at proposal to develop a through road that would increase traffic and disturb tranquility of the linkside/LAKESIDE cul de sac, OX2 8JB. Please treat this mail as an objection</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

Louise Greenwell (Linkside)	<p>it has just been brought to our attention that the Cherwell Local Plan Development Brief includes a draft that would create a road from a narrow cul-de-sac at the far end of Lakeside (to which Linkside Avenue leads) to give access to PR6b, the proposed development of North Oxford Golf Club.</p> <p>Linkside Avenue and Lakeside is a cul-de-sac which is a quiet oasis with no through traffic at all. We are now surrounded by huge building projects on most sides which bring with them vastly increased traffic on all roads in the immediate vicinity. To then have this unique quiet residential area blighted by large volumes of traffic using it as a through road to a new development would be totally unacceptable and unnecessary. A number of children live in the roads.</p> <p>Oxford is being built up at an alarming rate with green corridors disappearing with the loss of habitat and all that entails. Can we not at least try and preserve some neighbourhoods which are still pleasant quiet places to live?</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Tim Davison (Linkside)	<p>the idea of a thoroughfare along Linkside Avenue into the proposed development at the North Oxford Gold course is completely unacceptable. The traffic will ruin this narrow quiet street. It is in any case a disaster that a sporting amenity on the green belt is possibly to be used for housing.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Hossein Moghaddam (Linkside)	<p>the Cherwell Local Plan Development Brief includes a draft that would create a thoroughfare traffic route using a narrow cul-de-sac between two houses at the end of Lakeside beyond Linkside Avenue which could be used to gain access to PR6b from the South through Linkside Avenue. As a resident of Linkside, I am writing to strongly object to the possibility of creating such a motor road which is going to ruin not only the tranquillity of this road but also create a heavy traffic and parking issue in a road which has already been experiencing trouble by non-local travellers who are using the Westway Train station as well as some trade vehicles.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Shirley Careford (Linkside)	<p>If a through road went via Linkside Avenue it would be chaotic. The junction with Five Mile Drive is already an accident waiting to happen. Parking in Five Mile Drive creates a blind spot, and at the week end parking with the football in the recreation ground causes absolute mayhem. There is also a hairdressers at 2 Linkside Avenue and they double park because of lack of parking available. Linkside Avenue is just not able to take any more traffic.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

<p>Richard Garbutt (Linkside)</p>	<p>I am distressed to hear that there is a possibility of a motor road at the far end of Lakeside/Linkside cutting through to the North Oxford golf course development.</p> <p>The proposal to create a thoroughfare traffic route using a narrow cul-de-sac between two houses at the end of Lakeside beyond Linkside Avenue, to gain access to PR6b from the South through Linkside Avenue and Lakeside, would destroy the tranquillity and safety of our road.</p> <p>There are lots of young families who live on Linkside Avenue and on Lakeside and I am especially concerned for the safety of my children and of the other children in these roads. Our roads connects to Five Mile Drive which is not a particular safe road for children as it used as a cut-through between the Woodstock Road and Banbury Road and this proposal would also make Linkside Avenue and Lakeside a much less safe road for everyone, with absolutely zero consideration for local people.</p> <p>This proposal is not a good one and should not be considered an option. If the development of the golf course is to go ahead it should be kept totally separate from our roads. As council tax payers we deserve to have our views respected.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Richard Garbutt (Linkside)</p>	<p>Not only are we loosing valuable local amenities such as the golf course and other green spaces with no viable proposed replacements for these amenities. The development of the golf course will harm our local environment and make the owners and developers of the land huge amounts of money. Why can't they use some of those vast profits to put roads into the development instead of trying to get a free ride at the expense of the local community.</p>	<p>This relates to the principle of development, which has been set through the adoption of the LPPR</p>	<p>None</p>	

<p>James Ruddick (Linkside)</p>	<p>Unacceptable proposal to create a throughfare at the end of our road. The road is a family orientated cul de sac of sorts (it's a loop back on itself) and this keeps our children safe from fast drivers, and lowers the volume of cars passing our houses.</p> <p>My son has Cystic Fibrosis and the pollution already in the area is detrimental to his health, however an increase in traffic will likely increase the chances of exacerbations in his condition which sadly leads to life shortening changes in his lungs. As a result we're already in the process of installing an air filtration system, however if you give the go ahead for this opening of our road we will be forced to move. Other families in the area have the same concerns with regard to fast moving traffic preventing our children from being near the roads, which has been documented with the local police at several meetings. Given that in most parts of Oxford there are the creation of low traffic neighbourhoods, it would be unimaginable to do the opposite to our lovely community and neighbourhood by creating a high traffic neighbourhood.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Scarlett Bingham (Linkside)</p>	<p>Absolutely unacceptable to cut through Lakeside/Linkside Avenue to new development on golf course. Residents tried to raise funds to buy the land to preclude this but were assured it was unnecessary and that access would be by foot/cycle only.</p> <p>If you are going to suggest this as a possibility, what is your justification? (This is an actual question to you that demands a response)</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	

John Hill (principle of dev)	<p>This proposal is a ridiculous waste of a priceless asset LAND. Building over a century old golf course tells you everything which is wrong with planning in England. It is a well used and valuable local amenity. An area of open space treasured by many not just golfers (of which I am not one). It is used every day besides possibly Christmas day.</p> <p>It is to be sacrificed on the basis that Oxford has a housing need (plus ca change). So what do we get - a low density development which will house almost no-one on Oxford's housing register which will pretend to be green but clearly is not. Aspects of the old golf course will be left which of course no-one will be able to play on Why ? As some sort of tribute to those that played there in better more rational times perhaps. Who knows. In the meantime, certain colleges will pocket a great deal of money and their own wholly under used sports fields will continue to sit empty for most of the year.</p> <p>If we are going to build on these sorts of precious sites, lets build densely so ordinary people can afford to live there so at least some advantage is gained. Why not replicate Summertown or Jericho just down the road.</p>	<p>It is worth noting that the development will not be low-density. Gross density may be 20 dwellings per hectare, but net density is substantially higher. Aside from density, these comments relate to the principle of development, which has been set through the adoption of the LPPR.</p>	None	
Al Butler (Linkside)	<p>There is a possibility of a motor road at the far end of Lakeside/Linkside cutting through to the golf course. I understand the Cherwell Local Plan Development Brief includes a draft that would create a thoroughfare traffic route using a narrow cul-de-sac between two houses at the end of Lakeside beyond Linkside Avenue which could be used to gain access to PR6b from the South through Linkside. I believe such an access road would not be appropriate to the area as it would increase traffic in a residential area.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Annie Allsebrook (Linkside)	<p>The Cherwell Local Plan Development Brief includes a draft that would make my quiet residential Cul de sac into a Thoroughfare. I would never have thought that in this country my community could be doormated in this way.</p> <p>There have been rumours of this proposed thoroughfare in the past, and I know there was a lot of opposition to the outrageous idea. The matter then went quiet, and I understood that the threat had gone away: anyone who has visited this community would know that it is a dangerous and very damaging suggestion. The people who gain would be the owner of the 'hostage' land; the developers of the golf course; and impatient drivers who would speed along the Council imposed rat run.</p> <p>Given your deadline of midnight tonight, I don't have enough time to respond as I would wish. But I can assure you your deadline isn't my deadline: I will not be silenced.</p>	<p>Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	



Marg Crick (Linkside)	I understand there is a possibility that a planned thoroughfare road will cut through the golf course and lead into Linkside Avenue and Lakeside. I find this proposal unacceptable on the grounds it would increase local traffic still further and destroy the tranquillity of our road	No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.	None	
Cristina Whitecross and Tom Whitecross (Linkside)	<p>there is a proposal to create a thoroughfare traffic route using a cul-de-sac between two houses at the end of Lakeside, beyond Linkside Avenue.</p> <p>This would be used to gain access to PR6b from the South through Linkside Avenue.</p> <p>We believe that this proposal would destroy the tranquillity of our neighbourhood where children play safely in the street, and would create a rat run to avoid traffic to the new train station. It may also increase burglaries in the area.</p> <p>We object in the strongest terms to this proposal.</p>	No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.	None	
S&X Thompson (Linkside)	<p>It has come to our attention there is a consideration for a motor road at the far end of Lakeside/Linkside avenue as part of the Cherwell local plan development brief.</p> <p>We (Stanley and Xanthe Thompson) strongly oppose this possibility.</p> <p>Making Linkside and Lakeside avenue a through road would have a significant impact of the quality of our lives and all those currently living in the cul-de-sac.</p> <p>The level of motor traffic would vastly increase which would have significant detrimental affect on our community.</p> <ul style="list-style-type: none"> <li>•Pollution and air quality would be harmed</li> <li>•Significant loss of privacy for the residents</li> <li>•Pedestrian safety will be at risk, particularly for young kids whom play, and a large proportion of elderly residents.</li> <li>•Safety for our pets and other wildlife, particularly a large amount of cats in the area who will be more at risk of being run over. Also due to the lake being there, a lot of other wildlife is in the area from hedgehogs to house martins (whom are protected) who would all be at greater risk with increased traffic..</li> <li>•Significant increase in noise pollution</li> <li>•Lower house values</li> <li>•Leave our area more vulnerable to crime</li> <li>•Harm the overall community feel</li> </ul>	Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.	None	
Maclagan (Linkside)	The proposal for a route for through traffic via Linkside Avenue is unacceptable. The entire character and tranquillity of the road would be destroyed.	No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.	None	

<p>Teresa Leong (Linkside)</p>	<p>I disagree with the draft proposal to create a vehicle thoroughfare between the Lakeside cul de sac and the development site at the North Oxford Golf Course, the reasons being:</p> <ol style="list-style-type: none"> <li>1. Unnecessary vehicle access and at wrong position. Even if an alternative vehicle access is warranted, PR 6 must consider a substantial proper spine access at the northern side of parcel of its development.</li> <li>2. Vehicle Access for the PR6 development, taking into account the number of dwellings would overwhelm the current basic road quality and width, fit only for purpose for the existing dwellings at Lakeside and Linkside.</li> <li>3. If access had to be made , it ought to be only be pedestrian/cycle paths to be in line with the Zero Emission principles</li> </ol>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Moirá Donald (Linkside)</p>	<p>The Linkside Avenue residents committee have brought to my attention as a local resident a draft proposal for a motor traffic route to and from the PR6b site and Linkside Avenue/Lakeside at the closed off end of Lakeside. I confess I have looked at the plans which are part of the brief and can find no reference to such a route. Indeed on the golf course side at this site is an indicative allotment. If there is a route on another plan then this is very misleading and makes it difficult to send in a timely objection. Whether such a route is proposed or not I wish to make it clear that a motor route into Linkside Avenue/Lakeside is unacceptable. The main motor entry routes on to the PR6b site are from Oxford Road and creating a new route into Linkside Avenue would make a rat run both for the residents of the new development as well as the existing residents on the Linkside estate which would be dangerous for all concerned and so cannot be entertained.</p>	<p>The correspondent is correct in their analysis that there are no connections are proposed to Linkside Avenue, and that the Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Moirá Donald (Linkside)</p>	<p>I am happy for a well planned development on the site to go ahead so long as the houses are of the highest environmental standard and that there are good cycling/pedestrian routes to buses, Oxford Parkway station and to the new developments which are being planned in the area. There should also be a biodiversity gain with appropriate ecological features across the site. In addition I would expect at least 50% of the properties to be affordable housing with 80% of these to be for homes for rent. I may add that I would welcome good cycle/pedestrian links from the Linkside estate where I live to and from the new PR6b site as this would give existing residents the benefit of the biodiversity gain and access to the new cycle/pedestrian routes on the development.</p>	<p>Policy PR6b includes requirements relating to biodiversity net gain and the Development Brief includes outline measures in this regard. Policy PR6b also includes the requirement for 50% of the homes to be Affordable Dwellings. We will give further consideration to the provision of a walking and cycling connection to Linkside/Lakeside.</p>	<p>None</p>	

<p>Ben Hall (Linkside)</p>	<p>Concerning the proposal for the creation of a through-road along Linkside Avenue, as a traffic route to the PR6b development: My family and I have been happy residents of this road for over ten years, enjoying the sight of many other young families coming to live here. It's cul-de-sac nature lends it a distinctly family-friendly and safe atmosphere with children playing out on the street and along its pavements. Any subsequent increase in traffic would cause damage to the local environment, the quality of life for local residents, as well as jeopardise the safety of the children who live and play here.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Sue Cope (Linkside)</p>	<p>Objects in the strongest possible terms to the proposed motor road that will link the development on the golf course with Lakeside/Linkside Avenue. The present cul de sac leading up to the golf course is extremely narrow and having that as a cut through for cars on the golf course development would be extremely dangerous for the inhabitants of those houses and the inhabitants of Linkside and Lakeside. The number of cars using the road in Linkside and Lakeside has already increased dramatically since houses started being built in Linkside and Lakeside and turning onto Five Mile Drive, particularly if you want to turn right, is extremely difficult as it is almost impossible to see any traffic coming from the Woodstock roundabout until you are nearly in the middle of the road because of the cars parked on the north of Five Mile Drive. Increasing the number of cars turning out of Linkside just increases the likelihood of accidents.</p> <p>One of the benefits of living in Linkside/lakeside is the fact that it is a no-through road and therefore safer for children which will no longer be the case if the proposed road goes ahead. Anyone using the proposed road will be using it as a shortcut to get to the ring road and therefore is likely to be going fast - again increasing the chances of an accident. Since the traffic lights were introduced at the roundabouts on the ring road the number of cars using Five Mile Drive as a cut-through has increased enormously and it has become extremely difficult to get out onto the Banbury Road from Five Mile Drive - a problem that will only be exacerbated by an increase in the amount of traffic using Five Mile Drive.</p> <p>I feel very strongly that if a development is to go ahead on the current</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Alan Kestner (Linkside)</p>	<p>We would like to object to the proposed creation of a route between lakeside/ linkside Avenue and the Golf course. This would create a lot of extra traffic through our road and be a danger to old people, children and animals and would be against the pollution policies of the Council to encourage walking and cycling in the city. This is a quiet residential area with narrow roads and its nature would be completely changed.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	

<p>Susan Pfunder (Linkside)</p>	<p>There is a possibility of a road being opened where Lakeside and Linkside join. This is currently a narrow gap and would be unsuitable for a road joining the development on the golf course. It would, of course, entirely change the nature of our existing roads and houses. There is already an exit from the golf course and it will be possible to create a further exit closer to Frieze Way. Any further traffic through to Five Mile Drive will create more congestion on the Wolvercote and Cutteslowe roundabouts. In addition, the pollution caused will add to that already produced by the diesel railway engines and be detrimental to residents, particularly on Lakeside.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Cat Temple (Linkside)</p>	<p>I have significant concerns about the proposed development of 670 residential properties backing onto the Linkside/Lakeside area. The development brief is not clear how close these properties would be to the existing properties, nor exactly where the access roads would be. In addition I note that area Pr6b adjoins the potential development of the Oxford University Press sports ground where Oxford City Council are proposing to build at least 130 homes. The current Linkside/Lakeside development is a quiet no through road of approximately 140 homes in an area roughly one third/one quarter of the proposed pr6b site, and more than twice the size of the OUP sports ground site. Please take this email as objection to any potential access roads being joined to Linkside/Lakeside or the potential development by Oxford City Council of the Oxford University Press sports ground.</p>	<p>The development will be required to retain satisfactory separation distances to existing properties to the south e.g. 22 metres from principal elevation to principal elevation, and 14 metres from side elevation to principal elevation. This will be aided by the required retention of a group of trees to the north of Nos. 104-110 Linkside Avenue, trees within the gardens of Linkside Avenue properties and, to the north of Jordan Hill, retained and/or new hedgerows.</p>	<p>None</p>	
<p>Cat Temple (Linkside)</p>	<p>Both developments combined in addition to the pr6a site would put significant pressure on current transport infrastructure. Please take this email as objection to the high density nature of the development proposals.</p>	<p>This relates to the principle of development, which has been set through the adoption of the LPPR</p>	<p>None</p>	

Cat Temple (Linkside)	<p>With the shift away from high street shopping and office space accelerating as a result of the pandemic and increased ability for employees to adopt hybrid working practises, perhaps the councils could consider repurposing empty commercial property to provide more affordable housing combined with lower density developments around existing residential areas, particularly where these are being built on green spaces which will have a significant impact on the environment.</p>	<p>This relates to the principle of development, which has been set through the adoption of the LPPR</p>	None	
Cat Temple (Linkside)	<p>If these properties are to be built personally I would want to see an enforceable commitment by the developer to providing community green space, replacing every tree which is chopped down, as well as carbon neutral housing with heat pump technology and solar panels required as well as being thermally efficient.</p>	<p>These comments are noted</p>	None	
Radojicic (Linkside)	<p>We are writing to protest strongly against the proposal to build a thoroughfare traffic route at the corner of Lakeside and Linkside Avenue to gain access to PR6b through the golf course. We are very concerned about the resulting noise and pollution, which will harm our quality of life.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Paul Gourd (Linkside)	<p>I would object very strongly to any proposal to allow Linkside Avenue and Lakeside to be used for vehicular access to the proposed new residential development at Oxford North golf course.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Cecilia Jonsson (Linkside)	<p>that there is a possibility of a motor road at the far end of Lakeside/Linkside Ave cutting through the golf course. I find such a proposal unacceptable as it would destroy the tranquility of the roads.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

Caroline Jess (Linkside)	<p>The proposed use of the area between Lakeside and Linkside Avenue as a thoroughfare, is totally unsuitable. The area is very narrow and the proposed development the other side is for 530 homes, this would bring a considerable amount of traffic using it as a rat run. The increased pollution would be on top of the already significant pollution from the railway, situated very close to this area. This is totally unsuitable and should not be considered as a viable proposition.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Kathryn McNicoll (Linkside)	<p>There seems to be some confusion about the access corridor through Linkside/Lakeside to this development. The plan states clearly that this will be for pedestrian/cycle access only. I trust that you will adhere to this and not allow vehicular access.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Alan Trump (Linkside)	<p>This is appalling. It's bad enough to lose the Golf Course but to inflict a new main interlink road on this quiet residential area, especially for the families living directly beside it's apparent line, is totally unacceptable .</p> <p>To which I must add, the brutal cynicism and lack of courtesy in giving us only (I am told) from 6.00p.m. last night until midnight in which to register our protest.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Rosemary Dorey (Linkside)	<p>In your develop plans please maintain the relative peace and quiet of Linkside Avenue.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Mike Gotch (Linkside)	<p>please do not propose a road link between the proposed new housing on the golf course and Lakeside Avenue . The loss of the fine landscaping on the golf course will be bad enough , but to lose the comparative tranquility of the Lakeside and Linkside residential streets adds insult to injury .Vehicular access should be from the course to the main road A4165 – there are no highway reasons not so to do , and thereby avoiding damage to existing residential areas . Pedestrian links , of course , would be sensible and unobjectionable - there is an existing public footpath across the golf course .</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

<p>Mike Gotch (Linkside)</p>	<p>may I add a plea for the golf course site- design approach to be that of pavilions in a landscaped setting – thus saving just as many as possible of the fine trees [ how many have TPO's ? ] and other landscape features . What will be a tragedy and loss of an opportunity to show how sensitive designs can save the best features of an fine existing site, would be a conventional developer's estate with detached and semi-detached housing on small plots – and may help to meet some of the powerful objections to developing the course at all .</p>	<p>These comments are noted, and go to the heart of the remit of the Development Brief. Page 35 of the Brief sets out the development principles for the Parkland Setting Character Area of the site and which includes 'pavilions in the landscape' - individual apartment buildings of 3-4 storeys, set within a generous landscape or, in part of the site, a street based layout of larger houses of 2-3 storeys in generous plots, either way</p>	<p>None</p>	
<p>Savills (promoter for 6a)</p>	<p>Whilst the DB confirms it is a “Framework” the extent (at 60 pages) and detailed nature of much of the document reads more as a Design Code, with a lot of repetition from the Local Plan that is not needed. The DB is too detailed for this stage of the process and could stifle a successful development coming forward, for example in referring to the exact type of access junction when this has not yet been determined. The DB would benefit from being slimmed down and limited to setting out high level principles, i.e. to provide a “brief” for the site. Detail will come through in the planning application process.</p>	<p>We would disagree. Most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a development brief: ‘...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.’</p>	<p>None</p>	

Savills (promoter for 6a)	<p>The PR6b DB sets out a confused approach to the Oxford Road frontage. In some places it refers to retention of the trees, hedges and scrub along the road edge but in other places it refers to creating an active frontage and/or removal of the lower level vegetation. The landowner for PR6a is working closely with the owners of site PR6b to provide a joined up approach to the Oxford Road. It is clear that there will need to be removal of sections of the existing vegetation to allow the access junctions to be constructed. Depending on the highway requirements within the road corridor some widening may also be needed. In addition, a large proportion of the existing vegetation on both sides of the road is of low quality and will need to be better managed and supplemented with new planting to provide a long term benefit.</p> <p>With 3-5 storey development on either side of the road, even if set back behind the existing or new planting the character and appearance of the Oxford Road will change. This should be reflected in the DB.</p>	Highways requirements need to be balanced against protection of trees (both for ecological and arboricultural reasons) and tree loss avoided where at all possible. If there are transport solutions which avoid tree loss they should be pursued. That the character and appearance of the Oxford Road will change is reflected in the Development Brief.	None	
Savills (promoter for 6a)	<p>The access locations are broadly agreed but there shouldn't be a differentiation between primary and secondary accesses. In terms of the secondary vehicular access, it shouldn't need to be defined as 'left in left out' - the type and form of the junction will be subject to modelling. There is also no need for a third signal controlled crossing over Oxford Road at the northern end of the site. Crossing of Oxford Road is catered for through the existing crossing one adjacent to the Station entrance, and the proposed signal crossing in the vicinity of the PRoWs. Furthermore the existing Park and Ride junction could be reconfigured to include pedestrian/cycle crossing rather than introduce an additional crossing and associated delay. The identification of the strategic cycle route crossing the Oxford Road is also not necessary.</p>	Policies PR6a and PR6b require, for each site, the provision of two points of vehicular access from and to existing highways. The local highway authority (LHA) advised that these accesses would need to be aligned, i.e. two cross road junctions. Discussions on the matter with the land promoters for the two sites have highlighted that they wished not to locate their accesses in this way. The land promoter's position has been discussed with the LHA, who have accepted a compromise position that is now shown in the Development Brief, i.e. the LHA is willing to forgo the requirement for two crossroad junctions provided that one access is a crossroad junction and is the primary access and the second access for each site is a left in left out access. The alternative to this compromise position would be to go back to two crossroad junctions. The remainder of the proposals to which Savills refer have been worked through with the local highway authority and are fully supported by the local planning authority; they are considered necessary and important both from a highway and pedestrian safety perspective and for urban design reasons.	None	
Savills (promoter for 6a)	We support the concept of the improved railway crossing for the Northern Gateway connection. We also support the opportunities identified within para 4.2.5 Movement and Access (including integrating street layout and walking/cycling routes with PR6a to provide connections to facilities).	Noted	None	
Savills (promoter for 6a)	For consistency with PR6a we also request that Figure 17: A-A is amended. The 1.8m cycleways are not in line with that requested by Oxfordshire County Council. The cross section should also allow for variation along the sites frontage.	We agree that Fig 17 should be consistent across the two Development Briefs	Page 39, Figure 17 to be amended to reflect what is shown in the equivalent figure for the PR6a Development Brief.	Section amended as per PR6a



<p>Savills (promoter for 6a)</p>	<p>In terms of street hierarchy, reference should be to Oxfordshire Design Guide for continuity between the two PR6 sites. In terms of parking provision, as with Site PR6a, provision should be in the form of a bespoke standard agreed with Oxfordshire County Council and CDC, which takes into consideration the emerging County Council standards, and Oxford City standards.</p>	<p>We note the comments and would be interested to read more of the bespoke parking standard referred to. However, it is not considered appropriate to refer to guidance or standards which have not yet been adopted. Section 6.4.6 requires car parking provision and design to accord with Oxford City parking standards (this being a development to meet Oxford's unmet need) and have regard to the Cherwell Residential Design Guide and to Manual for Streets. It is not considered necessary to change this.</p>	<p>None</p>	
<p>Savills (promoter for 6a)</p>	<p>Connectivity - We support the references made in the DB to ensuring safe and convenient access between PR6b and the local centre and primary school which will be provided at Site PR6a. In particular the primary school should be located at the heart of the PR6a development so that it is best placed to serve the residents of both PR6a and PR6b.</p>	<p>Connectivity - noted. School location - there is little if any difference to PR6b whether the school is located centrally at PR6a or more to the north at PR6a.</p>	<p>None</p>	
<p>Savills (promoter for 6a)</p>	<p>We are concerned that at paragraph 4.2.4 Bullet 4 reference is made to a pond which "provides opportunities to support Great Crested Newts". As drafted, this text appears to suggest the introduction of GCN into this pond. To avoid confusion or misinterpretation we suggest the deletion of the last sentence.</p>	<p>We agree that the sentence may be misleading as currently worded. It would be appropriate to amend the wording.</p>	<p>4.2.4, 4th bullet - change "provides opportunities to" to "may"</p>	<p>Text of 4.2.4 amended</p>

	<p>As the responsible parties for commissioning the design and environmental team who will take the site forward, we want to ensure appropriate guidance and objectives are in place and the Development Brief is an excellent means of achieving that. Conversely however, it is important for the Council to distinguish between strategy and principles on the one hand, and design detail on the other. The former is essential and the latter would be overly prescriptive: it is merely one way of achieving an outcome over another and this stifles creativity and innovation. By way of example, we would highlight the objective of providing two accesses into the site, but the prescription that one be left in/left out. The former is a helpful and clear framework for the team to work within, but the latter should be left to the specialists within the design team and the Highway Authority to determine what or how the junctions will operate. We appreciate there will be views on this, but in the absence of detailed design or technical work, the Brief must avoid prescription and focus on principle. It is in this spirit that we submit our comments.</p>	<p>Policies PR6a and PR6b require, for each site, the provision of two points of vehicular access from and to existing highways. The local highway authority (LHA) advised that these accesses would need to be aligned, i.e. two cross road junctions. Discussions on the matter with the land promoters for the two sites have highlighted that they wished not to locate their accesses in this way. The land promoter's position has been discussed with the LHA, who have accepted a compromise position that is now shown in the Development Brief, i.e. the LHA is willing to forgo the requirement for two crossroad junctions provided that one access is a crossroad junction and is the primary access and the second access for each site is a left in left out access. The alternative to this compromise position would be to go back to two crossroad junctions. The remainder of the proposals to which Savills refer have been worked through with the local highway authority and are fully supported by the local planning authority; they are considered necessary and important both from a highway and pedestrian safety perspective and for urban design reasons.</p>	<p>None</p>	
<p>Turnberry (promoter for 6b)</p>	<p>We are pleased to have been consulted in the formulation of the Brief, but we must reluctantly point out that the process cannot be described as 'jointly prepared'. The Brief as presented is primarily the Council's vision with some input. Indeed, we were not consulted upon the final draft that was issued for public consultation. Joint preparation is a requirement of the planning policy in respect of the Brief and rightly so as it must take in to account the depth and variety of technical knowledge that we have about the site as well as ensure that the Council's aspirations can be shared fully by the landowners and expressed in such a way that they are deliverable. We would recommend that the Council re-engages with us to ensure the meaning of the Policy is implemented. Should the Council wish to proceed with the Development Brief as drafted, then its status under the terms of the policy may mean the document is more advisory rather than instructive. This is material in respect of our next point regarding Design Principles.</p>	<p>We note the comments but would point out that the land promoter had been consulted on the previous draft and their comments were taken on board in formulating the final draft issued for public consultation, not least in terms of the layout, with the land promoter's layout being employed except where there are clearly policy reasons why certain elements will not be acceptable. The process that has been followed has been previously discussed and agreed with the land promoter. It has also been agreed in a Planning Performance Agreement between the parties that as far as possible the content of the Development Brief will be jointly agreed but that where disagreement remains the Council will have the final say. The Council will of course continue to engage with the land promoter. The Council's chief concern is to implement the Policy. The Council would respectfully disagree with the land promoter as to the status of the Development Brief and would encourage the land promoter to refer back to the agreed PPA.</p>	<p>None</p>	

<p>Turnberry (promoter for 6b)</p>	<p>As described in section 1.2.1., the Development Brief should provide a framework to “guide” the development of PR6b. From our perspective, this guidance should play a key role in constructively shaping the development but should not present prescriptive design requirements. The Brief is being set out at the earliest stages of the design of the new development and therefore we cannot know everything about the site, its potential and its constraints. The Development Brief should therefore provide a set of guiding principles which have the breadth to allow for appropriate responses to opportunities and limitations as they inevitably arise.</p>	<p>We welcome the land promoter’s agreement that the Development Brief should shape the development. We appreciate the land promoter’s desire for there to be less detail. Most other commenters consider the Brief not detailed enough and it is notable that the land promoter considers it too detailed. The Development Brief strikes the appropriate balance, setting sufficient parameters to enable a successful development to be delivered, whilst allowing flexibility in respect of the details. Development Briefs are defined as documents that provide information on the type of development, the design thereof and layout constraints relating to a particular site; A development brief allows stakeholders and residents to influence the design of a development from the outset. It sets the parameters for a development in order to guide future planning applications and includes: an explanation of how the site meets national and local policies and guidance. a development brief: ‘...sets out the vision for a development. It is grounded firmly in the economic, social, environmental and planning context. Apart from its aspirational qualities, the brief must include site constraints and opportunities, infrastructure including energy and transport access and planning policies. It should also set out the proposed uses, densities and other design requirements.’</p>	<p>None</p>	
<p>Turnberry (promoter for 6b)</p>	<p>In terms of the status of the Development Brief, the document provides the following clarification in that “the development brief does not have the status of a Supplementary Planning Document and does not introduce new planning policy”. Combined with the lack of joint preparation as required by policy means that we consider the document to be an endorsed design guide for PR6b and would cite paragraph 5 of the National Planning Practice Guidance relating to Design: Process and Tools. In that context, the guidance is clear that it should highlight possible solutions rather than prescribe them: “Good local design guides are concise, positive documents which are accessible and use tools such as illustrations and checklists to highlight key design issues and possible solutions”</p>	<p>We would again disagree in relation to the suggested lack of joint preparation. The Development Brief strikes an appropriate balance between the land promoter’s desire for less detail and other commenters’ desire for more. It sets out a vision and objectives for the site (Section 5), and a set of development principles (Section 6) for built environment (6.3), access and connectivity (6.4) and green infrastructure (6.5). The Development Brief accords with the National Planning Practice Guidance that has been quoted. If it was less detailed, it would lack teeth and would be less effective.</p>	<p>None</p>	

<p>Turnberry (promoter for 6b)</p>	<p>As we come to know our site in more depth, we hope, in consultation with the community, Council and other stakeholders, to be able to guide the design in the most appropriate and creative way. The comments we submit in part 2 of this document are aimed at ensuring as many possible solutions remain on the table and to not be constrained by an anticipated solution, designed now with limited information or consultation. The more detailed requirements currently included in the Brief should be removed or simplified, so that they are less prescriptive and instead act as guiding principles with the recognition that other attractive solutions may emerge.</p>	<p>This has been the process followed in the preparation of the Development Brief. We understand the land promoter's desire for less detail but would respectfully suggest that the Development Brief strikes an appropriate balance, and does what Development Briefs are expected to do. Contrary to the land promoter's suggestion, the Development Brief does allow for different solutions, e.g. "could include" (page 29, 4th bullet), "the urban block structure and internal street network shown on Fig. 154...is indicative and expresses general principles (page 31), "there is an opportunity for..." (page 35, 2nd bullet), "alternatively..." (page 35, 3rd bullet, where different options are set out). Certain solutions are ruled out only where they would be unacceptable in highway safety terms or where they would conflict with the Cherwell Residential Design Guide and/or would not be supported at the planning application stage; for the Development Brief to be clear on these points not only fulfils the role of Development Briefs but it provides certainty to all parties not least the developer.</p>	<p>Page 31, 2nd paragraph - amend amend "Fig. 145" to "Fig. 15" and "Fig. 154" to "Fig. 14"; 3rd paragraph - amend "Fig. 154" to "Fig. 14"</p>	<p>Text amended to correct typos</p>
<p>Turnberry (promoter for 6b)</p>	<p>Whilst the Brief should of course be a planning consideration, a design that is appropriate and aligns with planning policy should take precedence. Rather than insist that "each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site", we would argue that it is far more effective to say, "planning applications shall state how they are in accordance with the Development Brief and where they differ, shall set out detailed justification for any departure, with reference the Adopted Partial Review and national guidance."</p>	<p>The objective of the Development Brief is to guide landowners and developers to an appropriate design solution that aligns with planning policy. The text of the Development Brief cited by the respondent reflects the requirement of Policy PR6b: "The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site..." The respondent will appreciate that the Development Brief cannot set new policy or deviate from policy. We would disagree with the suggested wording that would require planning applications to "state how they are in accordance with the Development Brief" - the Council considers this to be superfluous and unnecessary requirement. We would agree that, where an applicant wishes to deviate from what is required by Policy PR6b and/or the Development Brief it would need to set out detailed justification for any departure, but does not consider it necessary for this to be stated in the Development Brief.</p>	<p>None</p>	

<p>Turnberry (promoter for 6b)</p>	<p>Access Strategy          We are currently working in collaboration with PR6a and Oxfordshire County Council Highway Authority to develop a joint access strategy. As a result of this work, which will arrive at the most appropriate solution, we do not consider it within the scope of the Development Brief to speculate on junction types. It need only refer to the requirement for two junctions that balance the needs of all users, particularly those using sustainable transport options. We therefore ask that any references to 'left in/left out' junctions is deleted and these matters are left to transport planners to determine, having regard to the need to convey cyclists and pedestrians safely along and across the corridor as a priority, whilst also ensuring bus services flow freely as possible.</p>	<p>The access strategy set out in the Development Brief has been prepared jointly with Oxfordshire County Council, who have advised on the necessary junction types. As stated above, it had been intended that the Development Briefs would require two crossroad junctions but in order to allow the land promoters / developers more flexibility we have compromised on the need for both access points to be crossroads, only requiring one on the condition that the second access for each site is left in left out, in order to convey cyclists and pedestrians safely along the corridor as a priority and to ensure bus services flow freely as possible. We would invite Turnberry to discuss this further with CDC and OCC.</p>	<p>None</p>	
<p>Turnberry (promoter for 6b)</p>	<p>Character Areas: As a gateway to Oxford, we are in agreement with the Development Brief that PR6b provides the "opportunity to provide higher density and mixed use in close proximity to Oxford Road and Oxford Parkway Station".          The site is an urban extension to Oxford, providing housing to meet Oxford's unmet housing need, and therefore the character of the development should be aligned more closely to that of Oxford than the wider Cherwell district.          However, we find the prescriptive nature of the character areas and their storey height limitations arbitrary: there is no detailed urban design analysis or townscape impact assessment expressed in support of these character areas - they simply represent the views of one designer at a point in time. The character areas add nothing to the Development Brief and are not based on any objective evidence base. We would ask that the character areas plan is removed in line with the text at page 31 asks that the site 'considers' 'at least two' character areas. This is the correct approach in terms of responding to the constraints and opportunities the site presents: these matters should be left to the designers and public involvement in placemaking.          We would also recommend that storey heights be limited up to 4 storeys with variety and 5 storeys in key locations being a more appropriate stipulation.</p>	<p>We would respectfully disagree with the suggested change - the effect of the change would be to allow for an unlimited number of character areas which would negate the purpose of having character areas and would dilute the character of the development. Storey heights have not been arrived at arbitrarily or by one designer, but have been discussed between multiple designers and planners. The Development Brief has been consulted upon and has provided a genuine opportunity for public involvement in placemaking. We would also note that planning application(s) for the site will be considered and determined by the local planning authority.</p>	<p>None</p>	

Turnberry (promoter for 6b)	<p>Oxford Road</p> <p>The character of Oxford Road is an important consideration for the development of both PR6b and PR6a. The width of Oxford Road and the location of pedestrian and cycle routes in relation to the main road is yet to be confirmed. The speed limit and layout of the road is still under consideration, whilst the requirement to provide an active frontage as well as retain mature trees along Oxford Road, are all combining to produce tensions within the Development Brief, which are not acknowledged or engaged with. The public realm strategy for Oxford Road is yet to be agreed, so flexibility in the principles for this area of the development is important. Indeed, some of the vegetation along Oxford Road is of poor quality on both sides of the road and the proposed interventions should be seen as an opportunity to potentially enhance rather than simply preserve these features.</p> <p>However, we would like to clearly state that whatever the solution for Oxford Road, fully segregated cycle and pedestrian lanes, separate from the bus lane and from each other, will be a key feature. We will also look at junction designs and bus stops to ensure the safest possible interaction between all road users. We are coordinating with PR6a in this respect and look forward to developing a solution with the assistance of the three Councils.</p>	<p>We agree that the character of Oxford Road is an important consideration. The Development Briefs set out the design principles for the location of pedestrian and cycle routes, and for the public realm. Tree retention and active frontage are not mutually exclusive principles. We agree that some of the interventions should be seen as an opportunity to enhance rather than preserve, but the respondent will appreciate that there are also requirements, e.g., in terms of biodiversity, which will be aided by retention where possible.</p>	None	
Turnberry (promoter for 6b)	<p>Page 1, page 24 - replace "Detailed design requirements..." with "Design principles..."</p>	<p>We understand the reason for the suggestion</p>	<p>Text to be amended to "Development Principles which provide further detail to underpin the delivery of this development framework are set out in the next chapter." 1st para also to be amended to say Development Principles rather than Design Principles for consistency with later chapters of the brief.</p>	Text amended
Turnberry (promoter for 6b)	<p>Page 1, page 3, page 6 - change "The Development Brief has been jointly prepared by Cherwell District Council and the site owners and their representatives" to "The Development Brief has been by Cherwell District Council in consultation with the site owners and their representatives"</p>	<p>We would disagree - text to remain as drafted.</p>	None	

Turnberry (promoter for 6b)	The Development Brief is more of a design guide as it has not been jointly prepared. Page 3 - Please replace "Each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site" with "Planning applications shall state how they are in accordance with the Development Brief and where they differ, shall set out detailed justification for any departure, with reference the Adopted Partial Review and national guidance."	We would disagree for the reasons set out above.	None	
Turnberry (promoter for 6b)	Given the uncertainty about the final width of Oxford Road, it is not certain that these trees can be retained in their entirety. Figure 1, 12, 13, 14, 18 - Change "Annotating area of Retained Trees along eastern edge" to "Annotate Oxford Road frontage trees a different colour and key as follows: 'Retained group of trees where possible'"	Most of the trees shown on the Oxford Road frontage are proposed new trees. There are 1 or 2 retained trees indicated between the northern access and public walking and cycle route beyond it, and there is a group of trees between the existing public right of way and the southern access which would need to be retained, albeit that the Development Brief does allow for thinning out (page 33, 2nd bullet, and page 48, 2nd bullet). The suggested replacement text would lack teeth and ineffective.	None	
Turnberry (promoter for 6b)	Simplify Primary vehicular access point* (all movements) Secondary vehicular access point* (left in left out) to "Vehicular access point" Whilst the asterisks caveat this as subject to highway testing, we feel that specifying junction types is an unnecessary level of detail and one we cannot support.	As set out above, this has been worked up with OCC and represents a compromise position that gives more flexibility to the land promoter / developer.	None	
Turnberry (promoter for 6b)	Strategic cycle route located to the east of the tree line - The annotation should indicate that this location is not fixed	If Figure 17 is referred to, we would note that Figure 17 is entitled "indicative proposals for..."	None	
Turnberry (promoter for 6b)	'New improved pedestrian bridge' (in key) - Replace with text on plan: 'Improved railway crossing for Northern Gateway connection'	Agreed	Figure 12 - amend "new improved pedestrian bridge" to "Improved railway crossing"	Changed on all relevant drawings, both in key and on the drawing

Turnberry (promoter for 6b)	New public walking and cycle route (including yellow arrow on map) - Delete as this is addressed above	Public walking and cycle routes are one of the key components of the Development Brief and responds to the requirements of part 8(c) of Policy PR6b. There is no justification for deleting this element of the Brief.	None	
Turnberry (promoter for 6b)	Page 14 - "land ownerships are subject to change and planning circumstances may require the sites to be brought forward separately" Change to 'sites will be brought forward separately'	That the sites may be brought forward separately is not precluded by the text as drafted - there is no good reason why it needs to be amended	None	
Turnberry (promoter for 6b)	Page 21 - "Opportunity to create a contemporary residential urban extension to the existing built-up area of Oxford which... maintains site features including mature trees" Many references on this page contradict or create competing tensions in terms of the Oxford Road frontage. Further collaboration is needed to establish a set of clearer principles for Oxford Road	Page 21 sets out opportunities. The development principles are set out at Section 6 of the Brief	None	
Turnberry (promoter for 6b)	"Opportunity to provide wildlife corridors over/under the A34 and A4260 to Stratfield Brake District Wildlife Site." This is not likely to be viable given the nature of critical infrastructure which isolates PR6b from land to the north – delete.	The text sets out an opportunity. Whether it is achieved or delivered is a separate matter, but it remains an opportunity.	None	
Turnberry (promoter for 6b)	"Opportunity to provide higher density and mixed use in close proximity to Oxford Road and Oxford Parkway Station." Add: "and other important nodes." Potential accesses and important junctions all provide potentially important nodal points which can be celebrated.	Density is dealt with in more detail later in the brief. No other important nodes are shown on the drawing.	None	
Turnberry (promoter for 6b)	Figure 11 - Active Frontage indicated along the eastern edge of the site - Change annotation to "area of potential active frontage". Whilst active frontage will be included, the details of Oxford Road are unconfirmed and therefore it cannot be prescribed for the whole edge of the site.	Figure 11 sets out site opportunities, not requirements. An active frontage along Oxford Road is certainly an opportunity. The respondent's reasons for changing this text are not well founded.	None	



Turnberry (promoter for 6b)	Page 23 - "opportunity to provide southbound bus lane" Delete - this bus lane is already existing.	Noted. Text to be amended to accord with the change suggested by Savills to the same wording in the Development Brief for PR6a	Text to be amended as per the change being made to the PR6a Development Brief here.	text of page 23 amended
Turnberry (promoter for 6b)	Figure 15 - character areas - Delete in favour of more appropriate text on page 31	We would disagree, for the reasons set out above	None	
Turnberry (promoter for 6b)	Pages 33, 35 - Change from "The majority of buildings in the character area are to be 2-3 storeys in height with 4-5 storey buildings appropriate only at key locations in the eastern part of the character area such as at movement nodes and at corners or vista stops, where particular emphasis is required. The scale is to be sensitive to adjacent building heights and uses." to "The majority of buildings in the character area are to be up to 4 storeys in height with up to 5 storey buildings appropriate only at key locations. The scale is to be sensitive to adjacent building heights and uses."	We would disagree, for the reasons set out above	None	
Turnberry (promoter for 6b)	"Subject to the siting of accesses and connections, high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, supplemented or replaced by new tree planting and ground vegetation removed to enable visibility into the site while retaining habitat connectivity" The quality of these trees may merit replacement and the quality of the solution may merit replacement in of itself.	Again we would disagree. The suggested change would allow for the removal of the high and moderate quality trees. This is unacceptable. The respondent suggests that the quality of 'high quality trees' "may merit replacement". The comment would make sense if the quoted text just referred to trees in the broad sense, but this is not the case.	None	
Turnberry (promoter for 6b)	Page 34, precedent images - these should be related to the appropriate text	Change is unnecessary as the photos are general precedents relevant to the character area, rather than a specific requirement.	no change	

Turnberry (promoter for 6b)	6.4.2, page 38, The existing text describing the vehicle access is far too detailed, setting out junction hierarchy and types. The text should not refer to primary and secondary access. There should be no reference to the type of junction. The text itself describes how the location, size and type of junction is subject to determination in collaboration with OCC. Therefore, the details are unconfirmed and it is unnecessary to include junction restrictions in the Development Brief.	The Development Brief is intended to provide guidance, and the text builds in the appropriate caveats. It would be inappropriate and unnecessary to make the changes suggested. The junction hierarchy is a direct response to the emerging plans of the land promoters and their desire for flexibility.	None	
Turnberry (promoter for 6b)	Page 40 - Change from "The northern access will provide a direct link to Oxford Parkway station/park & ride" to "The northern access will connect to the existing infrastructure which provides access to Oxford Parkway station"	Agreed, although with a variation of the proposed wording.	Change to " The northern access will enable a direct link to..."	Text amended
Turnberry (promoter for 6b)	Page 44 - "Detailed designs should promote cycle and pedestrian safety and are to be agreed through the pre-application process..." Cycle and pedestrian safety needs to be prioritised.	This is considered a given and is a change we would be happy to make.	Page 44, 1st bullet - after 'Detailed designs' add "should promote cycle and pedestrian safety and"	text of 6.4.5 amended
Turnberry (promoter for 6b)	Page 47 - Change from "As a minimum the important groups of trees identified on Fig. 10 are to be retained" to "Subject to an agreed public realm strategy for Oxford Road, the important groups of trees identified on Fig. 10 are to be retained"	We would disagree for the reasons set out above.	None	
Turnberry (promoter for 6b)	Change from "The November 2021 Environment Act has introduced a statutory requirement for 10% biodiversity net gain for new development. <del>In recognition of this forthcoming legislation, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process</del> " to "The November 2021 Environment Act has introduced a statutory requirement for 10% biodiversity net gain for new development. <b>The Council encourages a minimum of 10% biodiversity net gain, until wider legislation and policy changes take place</b> "	The point is noted. However, the statements at para 47 are factual and do not in themselves stipulate a requirement.	None	
Turnberry (promoter for 6b)	Page 48 - "Subject to the siting of accesses and connections, <b>and the public realm strategy for Oxford Road</b> , high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, or supplemented by new tree planting..."	We would disagree for the reasons set out above.	None	

Turnberry (promoter for 6b)	<p>Location of the primary school</p> <p>The school is an important shared piece of infrastructure between the two sites, so the location in the PR6a development brief is important to our site. As a result of this shared nature, the school should be located centrally for ease of access. Locating the school to the north of the site, as currently indicated in Figure 1 of PR6a's Development Brief, would make it distant from many parts of PR6b. We support PR6a in their designers' assessment as to the optimum location of the school. We are happy to participate in a meeting with the Education Authority if this would assist.</p>	<p>A central location for the school would be preferable from an urban design perspective, but unfortunately the constraints presented by the site's changing levels, the archaeology and the extent of the developable area in the central location mean that a central location for these uses is not achievable without harming the archaeological remains or encroaching into the Green Belt. The northern location is not constrained in these ways and is also where the adopted planning policy shows the local centre to be located.</p>	None	
Turnberry (promoter for 6b)	<p>Oxford Road Frontage</p> <p>As already stated, we are working together on this frontage. The confusing references to active frontage, retaining trees, widening highway etc. apply to both Development Briefs and we do not consider that the Briefs as currently written will support the optimum outcome as they simply introduce competing tensions. We would recommend that the three Councils engage with PR6a and b to arrive at most appropriate and safest solution for this important corridor. Both PR6a and b are united in ensuring that cyclists and pedestrians benefit from fully segregated facilities on or adjacent to Oxford Road and that careful consideration of friction points at junctions and bus stops will be carefully considered.</p>	<p>We support the request for continued engagement and collaboration. We disagree with the land promoters for PR6a and PR6b that there are competing tensions. We are pleased that the land promoters are carefully considering potential friction points at junctions.</p>	None	
OCC	<p>Although from a strategic point of view it would be better if the two sites on either side of Oxford Road, PR6a and PR6b, were developed together, it is acknowledged that the developers appear to have different timeframes for these. However, we expect the developers to work together to minimise disruption, particularly disruption to the road network, and seek that the development briefs provide for a comprehensive development of both sites.</p>	Agreed	None	
OCC	<p>Green Belt</p> <p>The entire site was removed from the Green Belt when it was allocated and there is no adjoining Green Belt land. Nevertheless, the connection to countryside land in the Green Belt to the east, through PR6a, or perhaps north and through Stratfield Brake, will be important to future occupiers. This appears to be adequately addressed in the draft development brief, particularly in 6.5.3 'Definition and Treatment of Green Belt boundary'.</p>	Agreed	None	

OCC	<p>Specialist Housing</p> <p>Policy BSC 4 of the adopted Cherwell Local Plan Part 1 (adopted July 2015) requires housing sites such as this to 'provide a minimum of 45 self-contained extra care dwellings as part of the overall mix' and includes some flexibility on the requirement. Policy BSC 4 envisages Land Use Class C3 uses. The development brief should be amended to make it clear that provision for specialist housing is expected on this site.</p> <p>The County Council has a particular interest in affordable extra care housing, and it may be that the extra care dwellings on this site could be part of the affordable housing provided on this site.</p>	Noted	None	
OCC	<p>We suggest adding a new paragraph on under 5.1 on page 24 following the paragraph which details the requirements of Policy PR6a as follows:</p> <p>'A minimum of 45 self-contained extra care dwellings are required as part of the overall mix of the 670 homes in accordance with Policy BSC 4 of the Cherwell Local Plan Part 1. Whether extra care dwellings are part of the affordable housing requirement on the site will be determined through the planning application process.'</p>	<p>This is correct but not imperative for the development brief to state this under 5.1. It may be appropriate for para 7.1 to be amended, but is also important for there to be consistency across the briefs. The Local Plan policy requirement stands irrespective of whether it is reiterated in the development brief.</p>	None	
OCC	<p>Safeguarded Aggregate Rail Depot</p> <p>Approximately 320m north east of the allocation site there is a safeguarded aggregate rail depot under Policy M9 of the Minerals and Waste Core Strategy. This is operated by Hanson. We appreciate that this is shown in Figure 9. It is also referenced in 3.2.4 of the development brief, and although it is good that it is mentioned, it should also be referenced in 4.1 under 'site constraints' and shown on Figure 10. Awareness of this constraint is necessary when designing development nearby, especially as Figure 11 identifies a potential indicative green corridor supporting ecological habitat and walking/cycling alongside the Rail Depot boundary.</p>	Noted	Add reference to aggregate rail depot to figure 10 and section 4.1.	Add depot to figure 10. Text amended

<p>OCC</p>	<p>Digital Infrastructure We suggest adding a new paragraph under 6.8 'utilities and infrastructure' on page 56 to address the importance of digital infrastructure and need for full fibre installation at the build phase. 'Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing. Consideration should be given to the fact that any new homes or commercial premises planned to be built have 21st century digital infrastructure installed at the build phase. Developers should be required to engage with a telecommunications network provider to provide a full fibre connection to each residential/business premise. This will help mitigate environmental impacts of any proposed development as people will be better able to work from home, reducing unnecessary journeys. Moreover, digital infrastructure provides the backbone for building a low carbon economy.'</p>	<p>This is more akin to policy than to the scope of the development brief. In addition, it is important that there is consistency across the development briefs and this text was not included for PR7b or PR9</p>	<p>None</p>	
<p>OCC</p>	<p>The County Council has a range of existing documents which should be referred to such as our cycling and walking design standards and active healthy travel strategy and our November 2021 street design guide. We appreciate that reference has been included to the March 2021 Oxfordshire Electric Vehicle Infrastructure Strategy in section 6.1. Forthcoming documents should also be referenced, such as the Local Transport and Connectivity Plan.</p>	<p>It is not appropriate to refer to documents as yet unadopted. It is important that there is consistency across the development briefs; the changes made to PR7b and PR9 briefs have been made to this development brief but in the interests of consistency further changes would not be made</p>	<p>None</p>	
<p>OCC</p>	<p>The Kidlington Local Cycling and Walking Infrastructure Plan, which was approved in January 2022 following consultation which closed in November 2021, should be referred to in the development brief, along with the Oxford Local Cycling and Walking Infrastructure Plan, approved in March 2020. We seek amendment to the second bullet point under 4.2.5 as follows: 'Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans.'</p>	<p>Happy to amend the bullet point as suggested</p>	<p>4.2.5, amend the 2nd bullet point to read: "Opportunity to integrate the site layout with adjacent development sites including PR6b and movement links outside the site including an onwards link to the Oxford North site via high quality crossing of Oxford Road and the rail line, and an onward link over the A40 via the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans."</p>	<p>Amended 4.2.5 second bullet reads "Opportunity to integrate the site layout with adjacent development sites including PR6a and movement links outside the site including an onwards link to the Oxford North site via a high quality crossing of the rail line, and an onward link over the A40 via a high quality crossing of Oxford Road towards site PR6a and the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans."</p>

OCC	<p>Bus Routes</p> <p>There are good existing bus services along the A4165 outside the site, and an existing southbound bus lane. Figure 19 shows a possible location of an additional bus stop near the centre of the site, which we support, subject to detailed assessment.</p>	Noted	None	
OCC	<p>Car &amp; cycle parking - We seek that the text in 6.4.6 be amended as follows:</p> <p><del>'Car parking provision and design will have regard to the sustainable location of the site and be in line with the Oxford City parking standards low-car principles and therefore limited. Having regard should be had to the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets. Parking standards for the new development are to be agreed having regard to the sustainable location of the site, the extent to which different typologies of housing require dedicated car parking, having regard to need, unallocated parking and a site-wide Travel Plan. Cycle parking will need to be provided generously to encourage and facilitate cycle use. provision is to be in line with OCC's adopted cycle parking standards.'</del></p>	Noted; happy to amend the middle of the three paragraphs (other than the words 'which could' as this reduces the strength of the requirement or objective, and the change re car parking requirements, where effectively the proposed change uses a different word to say the same thing)	6.4.6, 2nd paragraph - Amend to read: "Reflecting the site's accessibility to public transport and walking and cycling routes, there is an opportunity to provide a mobility hub, including provision of hire vehicles such as e-scooters and e-bicycles, automated vehicle idling points, potential AV, cargo bike storage and an electric car club, together with features such as locker and storage space enabling delivery consolidation, delivered in association with reduced car parking requirements across the site."	
OCC	<p><del>At the time of producing this development brief, Oxfordshire County Council's standards for car parking and cycle parking are being reviewed. It is expected that the car parking requirements will be lower in this area than currently, and the cycle parking requirements higher. These revised standards are likely to be available when an application on this site is determined, and therefore will need to be followed. To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site.'</del></p>	Noted; the CPZ is outside of the scope of planning, but as with PR7a we are happy to add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Add sentence at Paragraph 6.4.6 preceding 'Development principles' to state: "To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site."	Text added to 6.4.6
OCC	<p>The brief should refer to the newly adopted Oxfordshire Street Design Guide. The document provides guidance relating to parking, including rear parking courts which OCC discourages. We seek the following amendment to 6.3.1:</p> <p><del>'Reduced levels of parking are to be provided, with parking for apartments and townhouses located to the rear of properties in small parking courts or rear garages serving a maximum of 6 properties to be in line with the Oxfordshire Street Design Guide.'</del></p> <p>We also seek amendment to 6.3.2:</p> <p><del>'Parking will be provided on street (unallocated) and on-plot to the side of semi-detached and end of terrace, or accessed from the rear and will be in line with the Oxfordshire Street Design Guide. Parking to the front of properties is to be avoided.'</del></p>	It is important that the Cherwell Residential Design Guide takes primacy, and that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	

<p>OCC</p>	<p>We also seek amendment to 6.3.2:  'A range of parking solutions are to be used, responding to the plot and building typology and <b>with regard to the Oxfordshire Street Design Guide</b>, <del>including planned rear parking courts for apartments, and on-plot parking to the side of houses or accessed from the rear.</del>  <b>Parking to the front of properties is to be avoided.</b>'</p>	<p>Ditto</p>	<p>None</p>	
<p>OCC</p>	<p>Vehicle Access Points  We support the indications of road access points as shown on Figures 13 and 18 and described in 6.4.2. These show a single main signalised access point which is a junction serving both PR6a and PR6b. An additional access point onto the A4165 is shown, being left-in and left-out. These are clearly asterisked as being 'subject to highway testing'. The design of access points is a key issue that will require detailed consideration. Figure 17 which provides an indicative cross-section might be misleading given that the access points on the A4165 will likely require some additional road width. It is noted that the figure is referred to as being indicative only.</p>	<p>Agreed</p>	<p>None</p>	
<p>OCC</p>	<p>Location of Primary School Site  No new school is anticipated on the PR6b site, instead there is a policy requirement for a primary school to be delivered on PR6a. Appropriate contributions will be sought towards the school. At this point in time, the County Council does not know whether the site shown in the development brief (Figure 13) is the best site available to meet all the County standards. We note the figure is clearly asterisked to indicate the school site location is subject to further detailed assessment. We expect that consideration will be given to how to best walk to the school from this development site as part of the development process.</p>	<p>The location of the primary school has been discussed in detail with OCC. Modelling discussed between CDC, OCC and the land promoter has shown only two locations workable from OCC's perspective, the central location preferred by the land promoter and the northern location shown in the Development Brief. Unfortunately, given the constraints in the centre of the site and the lack of flexibility possible to the layout of the school site, the central location is not possible. There are no inconsistencies in the Development Brief with regard to the school location - the early chapters reflect the LPPR proposals map, whereas Fig 1 and Chapter 5 onwards show the northern location that will be required if there remains insufficient flexibility on the layout of the school site.</p>	<p>None</p>	

OCC	<p>There is an incorrect reference to the 'Oxfordshire County Council Drainage Team' in 6.5.2. Oxfordshire County Council has a statutory role as Lead Local Flood Authority, while the Districts have other responsibilities for drainage. In addition, there is an incorrect reference to Figure 19, which is about movement and access and does not show drainage features. Therefore, please change the text as follows:          'The location and detail of the drainage attenuation features shall be agreed in detail with Oxfordshire County Council as Lead Local Flood Authority and with Cherwell District Council's Drainage Team.'</p>	Agreed	The development brief will be amended accordingly	Text of 6.5.2 amended
OCC	<p>It is noted that figures for the development framework identify 'drainage attenuation features (indicative location)', and 'indicative SuDS feature'. At this stage, the location of SuDS and drainage attenuation has not been the subject of detailed consideration, therefore the figures are indeed only indicative. In line with paragraphs 160 and 161 of the NPPF, we will expect a sequential, risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impacts of climate change.</p>	Noted	None	
OCC	<p>It is welcomed that outline measures for biodiversity are identified in the development briefs.          It is noted that the development briefs indicate that Biodiversity Impact Assessments (BIA) will be undertaken at application stage. However, the District Council may wish to consider the benefits of undertaking the BIA at this stage, to inform the development briefs, as is indicated in LPPR policies for these sites.          A Biodiversity Impact Assessment, including application of the Biodiversity Metric 3.0, provides a robust tool to understand the losses and gains to biodiversity associated with different designs and layouts. The information it provides can help inform design evolution, the extent of the site that will be needed to provide on-site biodiversity gains, as well as any need for off-site delivery of biodiversity net gains.          Whilst Biodiversity Metric 3.0 would usually be informed by field survey of habitats within the development area, at earlier stages of a project where detailed survey data may not be available, it is possible to compile a dataset and use a range of assumptions to test the potential biodiversity losses and gains associated with different layouts. More detailed assessments would then be required to support the planning applications.</p>	Noted	None	



OCC	Reference should be included in the development briefs to the County Council's Innovation Framework which will be finalised shortly following consultation as part of the Local Transport and Connectivity Plan	It would not be appropriate to refer to emerging supplementary documents; in addition it is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	Although we have not prepared alternative text, we would welcome the District Council further considering the text in 6.1 'sustainable construction and energy efficiency'. For example this should reference smart energy solutions, battery storage and travel planning for construction which aims to use local materials to minimise the need for long-distance transportation of materials.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	The text in 6.3 'character and layout' insufficiently addresses future trends. There should be flexibility in the design to allow adaptation to changing needs over time. For example, reference could be made to the potential for connected and automated vehicles, and e-bike and e-scooter hire schemes.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	The text in 6.4.1 'movement and access – general principles' should include a general principle to cater for future modes of transport set to become mainstream.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	The second paragraph in 6.4.6 'parking' should be amended as set out in our transport development control comments earlier, to reflect innovations.	It is important that there is consistency across the development briefs and this text was not included for PR7b or PR9	None	
OCC	The text in 6.5 'green infrastructure' should refer to the potential for green roofs and green walls.	The development brief refers to these at page 53	None	
OCC	The text in 7.1 sets out the information to accompany planning applications, but it is noted that the list is only an indication as requirements may change over time. For strategic scale developments such as these, an Innovation Plan may be needed.	The text preceding the bullet point list states that the checklist provides "an indication of documents required at application stage" and so is not to be read as definitive	None	

OCC	Page 2 - 'Cutteslowe' to be replaced with 'Cutteslowe' (same applies in Figures 9, 10, 11, 12, 13, 14, 15, 18 and 21)	Noted	The relevant figures and text to be amended accordingly.	All drawings amended. Text is correct
OCC	Page 9, in the legend to Figure 3, Oxford N should read Oxford North	Agreed	Text to be amended accordingly	Amended
OCC	Figure 3 - make clear if this is proposed school location as per indicative plan in the LPPR or adjust to reflect Figure 13 (also applies to Figure 7)	Noted	Fig 3 to be amended to note that the locations for proposed local centres and schools reflect those set out in the LPPR.	Clarification added to page 9 and 13.
OCC	Figure 4 - update purple key to refer to 'Oxford City allocated sites' and include the St Frideswide Farm allocation (also applies to Figure 5, Figure 6, Figure 7)	Noted	The development brief will be amended accordingly	Drawings to be updated as per PR6a. Keys have been amended.
OCC	Page 31, last paragraph, there is a typo in the reference to a Figure - it should be 14 or 15 rather than 154	Noted	See above	Amended
OCC	Page 40 - 2nd bullet point - SR52 to be replaced with SP52	Noted	The development brief will be amended accordingly	P40 amended
OCC	Page 42, Fig 18, the cross sections A-A, B-B and C-C are not shown in the legend	Noted	The development brief will be amended accordingly	Added to legend as per PR6a
OCC	Page 46 - the last document in the list - replace draft 2021 with 'approved January 2022'	Noted	The development brief will be amended accordingly	Text amended. Also amended for PR6a.
OCC	Page 52 - Fig 1921 should be either 19 or 21	Agreed	Page 52, first para, "Fig. 1921" to be amended to "Fig. 21"	Text amended
OCC	Page 56, penultimate bullet point - "6.4.26" appears to be a typo	Agreed	Text to be amended accordingly	Text amended
Jack Fursdon	Objects in principle to the development of the PR sites; land not in the Green Belt should be preferred and there are many brownfield sites in Oxford; the Council should look at buying land owned by Oxford University without having to provide all of the housing on them that is proposed	This relates to the principle of development, which has been established through the adoption of LPPR.	None	

Jack Fursdon	The Council's consultation only allows me to choose one development brief to comment on - the Council is trying to reduce the perceived dislike	This is a function of the Let's Talk website and not intentional on the part of the Council. Those responding to the Development Briefs email address could comment on however many they wished to.	None	
Jack Fursdon	The proposals would impact on local infrastructure (schools, health, roads), which is already at capacity	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Jack Fursdon	The housing will not be cheap enough for it to be genuinely affordable	This is not within the scope of the Development Brief	None	
David Gimson	As with PR6a and PR7, I think this development has many excellent features, but it that it need to be much bolder about reducing car use. Parking space is wasted space. The development needs the facility for deliveries and for car clubs, but should not have any parking spaces for private cars, which should be explicitly prohibited. Please be even bolder in planning for 2050, when climate change is likely to impose drastic limitations on private car use anyway. There is a very large untapped market for car free living, and Oxford is the place to meet this demand.	These comments are noted and reflected in the changes sought by OCC and in the parking strategies set out in the Development Brief and supported by the Cherwell Residential Guide	None	
Margaret Boggs	Yet more housing with no road improvements, medical facility improvement. I have been told that the Tories behaviour with regard to this giving away our precious green belt, more importantly the little space between Oxford city and Kidlington, has been suspect. Is that right?	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Nicholas Krol	I do not dispute that Oxford has an unmet housing need. However, it is the scale of the proposed housing in one locality that is worrying, and I believe it is unsustainable for the area.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	

Nicholas Krol	<p>Local services. Aside from several new schools being proposed, there has been no thought to extra services and infrastructure that will be needed to support 1,790 homes for the three sites. That would equate to a conservative estimate of 3,500-5,500 new habitans. The Parish population in 2011 was 13,723! I can only see a commitment to new schools. More importantly, however, new GP practices will be required as Kidlington currently only has Gosford Hill and The Key Medical Practice. Sainsburys, which is already very busy at peak times, will become unmanageable unless new small convenience stores are built as part of the developments. Until the proposals include a commitment to new services I cannot be in support. The impact on residents in Kidlington will be unimaginable.</p>	<p>Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; this includes health care provision either at the local centres forming part of PR6a and PR8 or through redevelopment of Exeter Hall to accommodate existing practices</p>	None	
Nicholas Krol	<p>Roads. The proposals include out-of-date information. Oxfordshire County Council have stated that there is no longer funding for the A44-A40 link road via Loop Farm Roundabout (source: <a href="https://www.oxfordshire.gov.uk/residents/roads-andtransport/roadworks/future-transport-projects/a40-a44-strategic-link-road">https://www.oxfordshire.gov.uk/residents/roads-andtransport/roadworks/future-transport-projects/a40-a44-strategic-link-road</a>) . As a result there is no guarantee this will be built. With Oxford North currently being developed too, the scale of this proposed housing will put a strain on the current overused road infrastructure unless traffic management is put at the heart of these proposals. We will need more frequent buses and train services. However, buses to/from Kidlington/Oxford have recently massively reduced, with Oxford Bus Company no longer running the number 2 service. Can you give guarantees of a Rapid Bus service? Sustainable transport needs to be at the heart of these proposals. How are you expecting residents to move around?</p>	<p>Access and movement is a central component of the Development Brief. We note the comments made here. However, the issues highlighted here go beyond the remit of the Development, the role of which is to expound how the Local Plan policy will be delivered.</p>	None	
Nicholas Krol	<p>Trains. Similarly, including a 'proposed' station in North Kidlington. In the new Oxfordshire Rail Corridor Study, there is no mention of a station being built near Begbroke (source: <a href="https://www.networkrail.co.uk/wp-content/uploads/2021/06/Oxfordshire-Rail-Corridor-Study-.pdf">https://www.networkrail.co.uk/wp-content/uploads/2021/06/Oxfordshire-Rail-Corridor-Study-.pdf</a>). I would be in full support of such a station as it would promote sustainable ways of movement. But it is misleading to write this into a proposal until funding or preliminary plans have been made.</p>	ADD TEXT	None	

Nicholas Krol	Green Belt. Revising the Green Belt boundaries should only be done in exceptional cases. These three sites form part of a total of 4,400 houses across Kidlington, Begbroke and Yarnton. Green space to paramount to conserving nature, promoting wellbeing and sustainable growth. There has not been a strong enough argument here for me to support revising the Green Belt.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	
Susanna Pressel	I'd love to see a new country park as a result of all 3 developments.	Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites, including open space and recreation.	None	
Susanna Robertson	The plan (page 22) highlights an "important connection" between the south-west corner of the proposed development (next to the railway line) and Lakeside. There is neither a supporting number on the plan nor any explanation or mention of Lakeside in the text. Page 21, 4.2.5, "Movement and Access" mentions Linkside Avenue in relation to creating connections with reference to 7 and 8 (page 23) on the plan (page 22). Any direct connection with Linkside would need houses to be purchased and demolished. Therefore, the connection proposed is between the development and Lakeside and should have been explicitly stated in the text and referenced on the plan. In keeping with Oxford City Council's policy to discourage car use and encourage walking and cycling, the connection with Lakeside should only be for pedestrian and cycle access.	No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.	None	

Rosalyn Porter, Matthew Cheetham, Sunil Nair, Chris Parkinson, Julian Lawton Smith,	Oxford Cricket Club has passed on details of the Cherwell public consultation relating to land adjacent to our club's ground at Jordan Hill, OX2 8EF. Oxford Cricket Club is the leading cricket club in Oxford with four men's teams, two women's teams and 12 youth teams, and youth waiting lists. They run coaching and playing opportunities for 200 boys and girls from age five to 19, including a community outreach programme with a local secondary school with others to follow soon. I propose that part of the land inside the city and part of site PR6b should be set aside for two cricket grounds (with regulation size boundaries) to provide a long term future for the club, with all the benefits it brings to the community as well as being available for informal recreational use when not in use for formal sports. The draft development brief proposes that there should be space for "formal sports" within the area. I believe that this should be for cricket on the basis that there is already a flourishing premier league club (ourselves) in the area which has a growing women's and youth section and that other sports are already well provided for.	These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site."	None	
Julian Lawton Smith	Another option might be to allocate part of the North Oxford Golf Club land to cricket, joining with our current venue at the Oxford University Press ground at Jordan Hill. New leasing arrangements would need to be made to ensure security of tenure over a long period. In any event, the importance of cricket as a major sport within Oxfordshire should be recognised and suitable facilities provided.	Ditto	None	
Vernon King	Although I have selected PR6b in particular my general comments apply to all three development areas. Despite the public confirmation by Boris Johnston no less that Green Belt would "absolutely" be protected these developments are in conflict with that statement. Accordingly I object to these incursions on what should be our protected heritage. In the case of PR6b in particular, the proximity to the A34 has huge noise implications which in my opinion makes it totally unsuited for housing development. The loss of the golf course adds to the disruption this plan represents if it is implemented. Sorry.	This relates to the principle of development, which has been established through the adoption of LPPR.	None	

Gareth Langley	<p>The proposal, in addition to PR6a, both encroach on heavily used cricket facilities, many others of which have been threatened, degraded or lost entirely in the past 10-15 years. This plans do not provide any concrete proposals for safeguarding the future of the adjacent sports facilities (which are not acknowledged), nor providing active, safe spaces for organised sport. The proposal presented makes no reference to the current sports facilities at Jordan Hill sports ground and indeed proposes the establishment of a public right of way through this space, without acknowledging the current use of this ground or providing a viable route that does not cut through the existing space at Jordan Hill. Given this is home to a large youth cricket section and is used extensively during the weekend and nights of the week through the summer months, the safety and security of this site needs to be maintained for the public, but also from a safeguarding perspective. This is an ideal opportunity to support existing clubs and expand the space available for recreational sport in North Oxford as part of the housing plan, and the current proposals are threatening the very opposite.</p>	<p>These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site." Appendix 4 of the LPPR, which sets out the infrastructure requirements for all of the sites, including open space and recreation. This includes formal sport pitch provision at PR7a, including one cricket ground.</p>	None	
Mel Snelling	<p>While respecting the need for additional housing in the area I feel that these three proposals will result in too many new houses concentrated in a single area that already has significant hold ups at rush hour as people queue for the Cutteslowe roundabout, these queues very often backing up to the Kidlington Sainsbury's roundabout and along Bicester Road and through Kidlington Centre along the Oxford Road. With the main point for entrance and egress of PR6b and PR6a being on the A4260 between the Kidlington Sainsbury's and Cutteslowe roundabouts this will significantly exacerbate this problem. If the plan for Oxford United to build a new stadium at Stratfield Brake go ahead I foresee even greater traffic management problems. This is environmentally unfriendly as well as impacting the well being of those who have no choice but to travel this route morning and evening, increasing stress and taking more time out of busy lives.</p>	<p>This relates to the principle of development, which has been established through the adoption of LPPR.</p>	None	
Mel Snelling	<p>There is provision for a new primary school in the Cutteslowe area which presumably would serve the housing in PR6a, PR6b and PR7a but I can see nothing regarding provision of additional secondary school places or healthcare facilities and thus these and the other new housing proposed in the locality would put excessive strain on Gosford Hill school and the two medical practices in Kidlington.</p>	<p>Appendix 4 of the LPPR sets out the infrastructure requirements for all of the sites; this includes health care provision either at the local centres forming part of PR6a and PR8 or through redevelopment of Exeter Hall to accommodate existing practices</p>	None	

<p>Mel Snelling</p>	<p>While accepting that the plan for PR6b includes retaining some of the trees, hedgerows and the pond currently at the site it seems crazy to move the North Oxford Golf course from this site to Frieze Farm. Environmentally the golf course represents a mature natural environment with large trees that will capture carbon and well established biodiversity. Moving this to Frieze Farm would turn the environmental clock back many years as it would take considerable time for species to re-establish at the PR6b site and for new species to establish at the Frieze Farm site. As far as I can tell, Frieze Farm has no or hardly any mature trees and little biodiversity so with regard to climate change it would seem to make much more sense to retain North Oxford Golf Club where it is and to build the new housing at Frieze Farm.</p>	<p>These comments are noted, but they relate to the principle of development, which has been established through the adoption of LPPR.</p>	<p>None</p>	
<p>Peter Joyce</p>	<p>Cherwell District Council's draft development brief PR6b requires that there should be space for "formal sports, play areas and allotments" within the area. We consider that formal sports should include cricket grounds especially given the proposals for football nearby and the fact we have previously been moved from our ground in Roman Way to make way for what is now a training ground for Oxford United F.C. We propose that part of the land inside the city and part of site PR6b should be set aside for two cricket grounds (with regulation size boundaries) to provide a long term future for our club, with all the benefits it brings to the community as well as being available for informal recreational use when not in use for formal sports. The draft development brief proposes that there should be space for "formal sports" within the area. The benefits of this proposal would be firstly that it would provide a long term, or permanent home for a thriving cricket club for men and women and junior players, with all the sporting, health and social well-being benefits the club provides. Secondly, it would retain an important area of green space within the proposed developments, helping to retain a break among solid ranks of housing proposed in the plans. It would be available not only for formal sport, but for walking and casual recreation when not in use for training or matches. We appreciate that there is a great demand for housing in the area but ask for our views to be taken into account to aid our club which we fear is under threat simply because cricket is now viewed as a minority sport.</p>	<p>These comments are noted. The draft Development Brief states at page 24 that, "It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities off-site."</p>	<p>None</p>	



<p>Claire Cullen</p>	<p>I object to a connecting road between this new development (on North Oxford Golf Club) linking with roads on Linkside Avenue and Lakeside. I was told this wouldn't be a possibility due to the junction at Linkside Avenue with Five Mile Drive, which is not designed to accommodate any more vehicle traffic. But your plans are confusing and seem to suggest a linking road! I have no objection to a cycle lane or a foot path linking the new development with Linkside Avenue. But not to increase in vehicles using it as a through road. It is currently a very quiet and calm road. This would certainly change if a linking road were allowed as the traffic on the Banbury Road during peak times would force residents in the new development to use Linkside Avenue as a quicker alternative route. Leading to more accidents in our neighbourhood.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>L F Monteith</p>	<p>We were dismayed to learn of the plans to create a cut through for cars, cycles or pedestrians through linkside avenue and lakeside. This is a quiet, residential cul de sac where children play in the street. There will be strong opposition to this from all residents if this goes forward as part of the plan.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Lauren Wellard</p>	<p>I am shocked that all three of these developments are going ahead. Oxford University use there powers in the most appealing way. They don't care about the people of Oxford who value the countryside that is on their doorstep, and soon to be gone. These developments should be illegal during a climate crisis. They demonstrate that the councils or Uni do not care about the people of this city. This is GREEN BELT LAND. All those who have pushed this through should be ashamed. As well as the entire development I am specifically objecting to the 4.2.5 where its suggested that a though road could be added from lakeside to connect to the new development. If this is to be a route for everyday vehicles this will cause more traffic. WE ARE SUPPOSED TO BE THINKING OF THE ENVIRONMENT / discouraging driving... this will not help!!!!</p>	<p>This relates to the principle of development, which has been established through the adoption of LPPR. In relation to the comment on Section 4.2.5: No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	

James Ruddick (Linkside)	<p>Highlights several issues associated with creating a thoroughfare through Linkside Avenue/Lakeside: 1. The road is home to families with children who use the road, increasing the volume of traffic would be detrimental to their health. 2. Neither the junction with 5 mile drive or the Lakeside turning is appropriate for more traffic, and the road currently has no markings making it dangerous to cyclists and pedestrians, and other road users. 3. The neighbourhood is currently a cul de sac as a blind loop, and opening one end would change the community based here. 4. Noise pollution - the road would inevitably lead to increase usage and increased noise pollution. 5. There are no crossings - several elderly and young people cross regularly to see their friends over the road, and any increase in traffic would make that hazardous requiring a crossing to be put in. 6. None of the development plans show this access route, with only 2 access routes shown onto Banbury Road and none from the South for vehicles, and is therefore a departure from what I thought was being represented. We haven't therefore had the required time to consult on this. 7. This goes against all the other Oxford Council plans to introduce Low Traffic Neighbourhoods as you'd be increasing the traffic in our neighbourhood. 8. The building of this estate removes a well used and appreciated sports facility used for golf and for Pilates (this is my business) and removal of it is detrimental to the health of our community, this access road would create further destruction.</p>	<p>The last comment, concerning the loss of the golf course, relates to the principle of development, which has been established through the adoption of LPPR. Although Section 4.2.5 identifies a connection to Linkside Avenue (among others) as an opportunity, this is not pursued from Section 5 onwards where the proposals for the site are detailed. The only linkage proposed by the Development Brief to the south boundary of the site is a walking and cycling route into the Jordan Hill site. No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Sarah	<p>I am a resident of Linkside Avenue I am writing with regards to proposed plans to open the cul de sac at the end of Linkside Avenue for access to the new development, PR6b. This will fundamentally change the character, traffic and parking levels, and safety of our street and neighbourhood, which have always been quiet and safe for small children and families, elderly residents, and residents with mobility issues, and I therefore register my strong objection to it. We already have to cope with new developments in nearly every piece of green space near our homes, along with the traffic and noise this will bring. Like other residents of my neighbourhood, I consider this to be absolutely unacceptable.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	
Gabriel Metayer	<p>We do not want access through Linkside Avenue or Lakeside from this development. This is a quiet street. It would completely change the environment of the street if this access were granted. There is no need as there is a plan for access through the Banbury road.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	None	

<p>Sandy Monteith</p>	<p>My family and I are strongly opposed to any form of connect through from the golf course to Linkside / Lakeside. There is enough movement of traffic and people from the existing residents. The new development would I am sure be likewise keen to have their own community, without cut-through movements from our location. The plan mentions only pedestrians and cyclists as a possibility but we have all heard of 'mission creep'. If vehicle traffic were to be proposed and allowed, you would simply and voluntarily be creating a 'rat-run' route that would destroy the calm and character of both existing residents of Linkside / Lakeside and the new proposed development. Building in this problem would be a travesty to cancel out the 'calm and peaceful' idyl that you describe in your development plan.</p>	<p>No connections are proposed to Linkside Avenue. The Development Brief shows the allotments to be provided at the south-western corner of the site adjacent to Linkside Avenue.</p>	<p>None</p>	
<p>Igor Dyson</p>	<p>Unconditionally objects to the ambition to grow Oxon's population at the proposed scale, by building more homes on existing Green Belt. -Some proposals to improve some aspects of existing, transport &amp; green infrastructure, are indeed most welcome; including sustainable transport for the existing population, planting more trees &amp; hedges, &amp; establishing corridors for wildlife. However, such improvements shouldn't be pretexts to delete more of our open countryside. By now, it's become clear that Oxford City wishes to de facto annexe this area of Cherwell District, to grow Oxford City's economy at a scale which will further hurt Oxon's rural character.</p>	<p>This relates to the principle of development, which has been established through the adoption of LPPR.</p>	<p>None</p>	
<p>Igor Dyson</p>	<p>The brief mentions developing a high-quality gateway to Oxford. Actually here, the existing character's already extraordinarily special, namely, the view east to Cherwell Valley &amp; beyond to Otmoor Reserve. This is iconic, open countryside, &amp; should be cherished as the envy &amp; equal of any historic vista elsewhere.</p>	<p>This relates to the principle of development, which has been established through the adoption of LPPR.</p>	<p>None</p>	

# Agenda Annex

## CHERWELL DISTRICT COUNCIL

Planning Committee - 8 September 2022

### PLANNING APPLICATIONS INDEX

The Officer's recommendations are given at the end of the report on each application.

Members should get in touch with staff as soon as possible after receiving this agenda if they wish to have any further information on the applications.

Any responses to consultations, or information which has been received after the application report was finalised, will be reported at the meeting.

The individual reports normally only refer to the main topic policies in the Cherwell Local Plan that are appropriate to the proposal. However, there may be other policies in the Development Plan, or the Local Plan, or other national and local planning guidance that are material to the proposal but are not specifically referred to.

The reports also only include a summary of the planning issues received in consultee representations and statements submitted on an application. Full copies of the comments received are available for inspection by Members in advance of the meeting.

#### **Legal, Health and Safety, Crime and Disorder, Sustainability and Equalities Implications**

Any relevant matters pertaining to the specific applications are as set out in the individual reports.

#### **Human Rights Implications**

The recommendations in the reports may, if accepted, affect the human rights of individuals under Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. However, in all the circumstances relating to the development proposals, it is concluded that the recommendations are in accordance with the law and are necessary in a democratic society for the protection of the rights and freedom of others and are also necessary to control the use of property in the interest of the public.

#### **Background Papers**

For each of the applications listed are: the application form; the accompanying certificates and plans and any other information provided by the applicant/agent; representations made by bodies or persons consulted on the application; any submissions supporting or objecting to the application; any decision notices or letters containing previous planning decisions relating to the application site

<b>Item No.</b>	<b>Site</b>	<b>Application Number</b>	<b>Ward</b>	<b>Recommendation</b>	<b>Contact Officer</b>
8	Os Parcel 9078 and 9975 Adjoining Stocking Lane and North of Rattlecombe Road, Stocking Lane, Shenington	22/00489/F	Cropredy, Sibfords and Wroxton	Refusal	Nat Stock

\*Subject to conditions

Os Parcel 9078 And 9975 Adjoining Stocking Lane  
And North Of Rattlecombe Road  
Stocking Lane  
Shenington



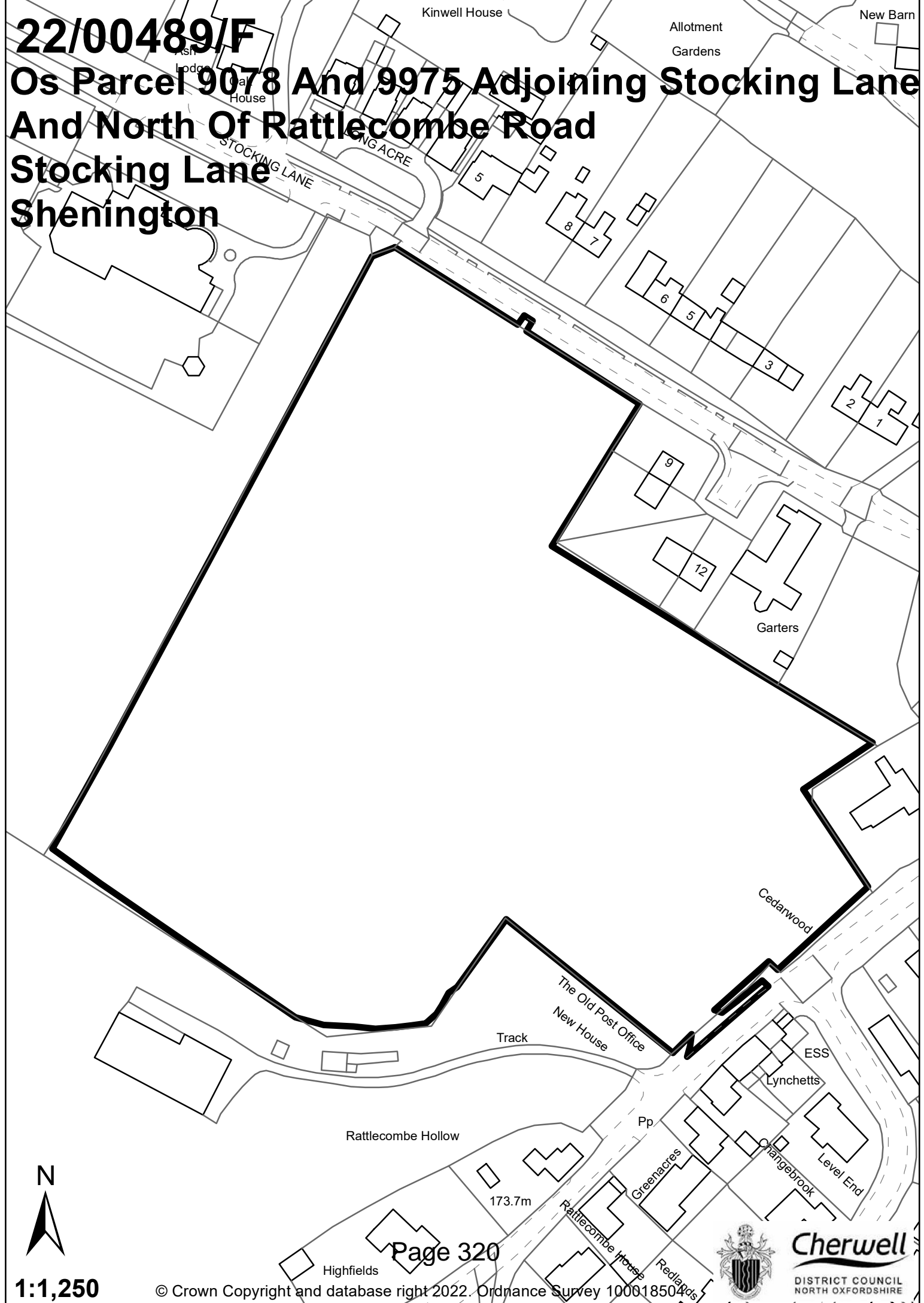
# 22/00489/F

## Os Parcel 9078 And 9975 Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington



**22/00489/F**

**Os Parcel 9078 And 9975 Adjoining Stocking Lane  
And North Of Rattlecombe Road  
Stocking Lane  
Sherington**



**1:1,250**





**Case Officer:** Nathanael Stock

**Applicant:** Elan Homes, George Arthur Mcpherson Coles, Sarah G

**Proposal:** Erection of 49 dwellings (17 of which (35%) will be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space/play space, hard and soft landscaping (including SUDs feature and means of enclosure, reinstatement of hedging and ironstone walling along Rattlecombe Road)

**Ward:** Cropredy, Sibfords and Wroxton

**Councillors:** Cllr Chapman, Cllr Reynolds, and Cllr Webb

**Reason for Referral:** Ten or more dwellings

**Expiry Date:** 30 September 2022

**Committee Date:** 8 September 2022

---

## **SUMMARY OF RECOMMENDATION: REFUSE**

### **1. APPLICATION SITE AND LOCALITY**

1.1 The application site (“the site”) comprises approx. 2.8 hectares of land located on the north-western edge of the village of Shenington. The site is currently used for agricultural, livestock and grazing purposes and has an existing field gate access onto Stocking Lane. The proposed development site is in a key location within Shenington village. North of the land is Stocking Lane close to Shenington Church of England Primary School, and Fenny Compton Surgery (Shenington Branch). To the east are residential dwellings, with Rattlecombe Road to the south. Rattlecombe Road is a 5m wide adopted highway that serves as a local bus route and subject to a 30mph speed limit.

1.2 Vegetation is largely limited to the site boundaries. The site's northern, and western boundaries are defined by existing hedgerows with a partial hedgerow along the eastern site boundary and a group of Ash trees to the south. Field boundaries in the immediate context of the site are intact in places, although there are gaps of varying widths to the northern and eastern boundaries and is relatively well contained within the wider landscape by existing vegetation and built form. The majority of existing vegetation along the site boundaries is assumed to be of moderate arboricultural and landscape value.

### **2. CONSTRAINTS**

2.1. The application site lies adjacent to the Shenington and Alkerton Conservation Area, where several listed buildings are located. The site is close to the historic core of Shenington, which is an area of Archaeological interest. The site is within the 50-metre buffer zone of potentially contaminated land and the site itself is also known to contain naturally occurring elevated levels of Arsenic and Radon.

### **3. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 3.1. The current application is made in outline with all matters reserved except the principle means of access from Rattlecombe Road by a single priority junction.
- 3.2. The application is made for 49 dwellings (17 of which (35%) would be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space/play space, hard and soft landscaping (including SUDs feature and means of enclosure, reinstatement of hedging and ironstone walling along Rattlecombe Road).

### **4. RELEVANT PLANNING HISTORY**

- 4.1. The following planning history is considered relevant to the current proposal:

01/02422/OUT - Erection of 29 No. dwellings including 11 No. affordable dwellings, site for new village hall, associated car parking and a village play area.  
Withdrawn

02/02000/F - Erection of 5 No. dwellings and construction of new access to highway.  
Withdrawn

08/00119/F - Change of use of land from Agricultural to Equestrian use.  
Withdrawn

08/01187/F - Change of use of land from Agricultural to Equestrian use to include the creation of new access onto Rattlecombe Road.  
Refused

### **5. PRE-APPLICATION DISCUSSIONS**

- 5.1. The following pre-application discussions have taken place with regard to this proposal:

21/02693/PREAPP - Erection of 60 new dwellings, plus open space

The advice given was that the principle of development was not acceptable

### **6. RESPONSE TO PUBLICITY**

- 6.1. This application has been publicised by way of a site notice displayed near the site, by advertisement in the local newspaper, and by letters sent to all properties immediately adjoining the application site that the Council has been able to identify from its records (amend as appropriate). The final date for comments was **22 April 2022**.

- 6.2. Letters of objection have been received from 106 households, principally from Shenington with the majority of the remainder from Alkerton and Shutford. The comments raised by third parties are summarised as follows:

- Principle of development - Lack of need for additional housing; Contrary to the Local Plan - Shenington is a Category C village, where only infilling and conversion is permissible;
- Sustainability - Not a sustainable location for development of this scale - there are no shops in the village, no post office, almost no employment and a very limited bus service; new developments should encourage the use of public transport; anyone working would need to drive to work; Not sustainable;

inadequate provisions for electric vehicles; no eco/green solutions for heating or electricity generation e.g. heat pumps or solar panels

- Visual impact - Generic design of proposed houses with no consideration of the setting; proposed materials are completely at odds with the local ironstone/Hornton stone; This type of downmarket and cheap build belongs closer to a town and/or on a brownfield site; Irrevocable, adverse impact on the character of Shenington, one of the best-preserved Ironstone villages; impact on the quiet and peaceful surroundings; impact on the landscape – the site is on relatively high ground, visible for miles around; the proposal would cause harm to the Conservation Area; loss of open space and trees; the site clearly visible from the AONB which is only 1km away from the site boundary; adverse effect on 75 heritage assets, including 58 listed building, within the locale; the development will block views of the countryside; light pollution
- Archaeology - The site is close to the boundary of medieval village and as such a thorough prior archaeological investigation, including trench excavations, must be undertaken
- Size of development - The proposal is too large given the size of the village and the extent of its amenities; the proposal would increase the population of the village by 25-40%; would be a disproportionate addition
- Impact on village infrastructure, including the (part-time) doctors' surgery and the primary school; the village has no public fields or playing grounds so children use the village green instead. The village green has direct access onto the main road and puts children at high risk. Impact on electricity supply infrastructure; Epwell substation at maximum capacity and in deficit by - 6.13MVA at peak time demand. Shenington already subject to regular power cuts and the electricity supply to extra houses would further overload the system and cause severe disruption
- Impact on traffic, on Rattlecombe Road and through the village – the proposal would add more congestion and danger on the roads; narrow road access; no footpaths; visibility along the stretch of road into which access to the proposed new development is planned is limited and a large number of turning vehicles would prove a safety hazard; traffic heading for a local go-kart track is not allowed to pass through because of the danger that additional traffic would pose and this increase is no different; Rattlecombe Road is totally unsuitable for heavy construction traffic; increased congestion and pressure by visitors, especially at weekends and holidays, and home delivery services; The Transport Statement ignores the main road passing through the centre of Shenington and Alkerton on its way to the A422; wrongly implies that most traffic is west towards Tysoe when the majority are eastward through Alkerton towards Banbury. The route for pedestrians from the proposed site through to Alkerton is already dangerous as there are no pavements on either side of the road for much of the route. The resulting increase in traffic and pedestrians would pose a significant increase in risk of accident. Insufficient resident and visitor parking within the development which would lead to parking on nearby verges and increase the negative impacts on highway safety.
- The proposed access is potentially dangerous as it is close to a blind bend for traffic approaching from the west; the traffic existing from the proposed development would pose a significant additional risk of accident at the junction on a narrow road; already a number of pinchpoints along route; steep inclines which are made more hazardous in winter months by ice and snow
- Impact on surface and foul water drainage infrastructure – in Shenington it is already at capacity and fails regularly, so adding to the load will cause more issues and more effluent discharge on land and into waterways; photos

provided of surface water runoff on Rattlecombe Road and Stocking Lane and sewerage overflow; why should a new development be connected to the mains sewage system when many existing properties must rely on septic tanks.

- Impact on wildlife; inadequate assessment of site ecology; negative impacts on wildlife (including various protected species such as badgers, hedgehogs, swifts, housemartins, kites and buzzards), biodiversity and eco-systems
- Land use: the land is ancient pasture; 'The proposed site is arable farmland which if built upon would cause significant environmental degradation'
- Increased noise and pollution both during the construction phase and once the properties were occupied; the noise assessment by Enzygo (appendix A) omitted consideration of wind direction and is therefore misleading; every garden facing the karting facility would need an acoustic barrier fence of at least 4-5m and triple glazing to mitigate noise complaints
- Significant levels of arsenic in the soil samples taken on site and a more detailed environmental report is required; close proximity to primary school poses high risk of construction dust containing arsenic entering the school site
- Impact on mental health as the village would no longer be small, quiet and peaceful
- Communications infrastructure at capacity; no high-speed broadband which affects home-working and general use, particularly evenings and weekends, with regular network downs. Mobile signal is unreliable
- Approval would set a precedent for "a much bigger intensive attempt to build right up Stocking Lane, extend the old roadway and over the airfield"
- Such developments should be directed to urban areas
- A similar application was rejected c. 20 years ago

Other comments raised that are not material considerations include:

- Impact on value of existing properties
- We are at a loss to understand why this application has been accepted for consideration by Cherwell District Council. An application of this kind should have been ruled out before it got to this stage. [Officer comment: CDC is obliged to entertain and determine validly made applications.]
- The developers state they have consulted with residents – this is 'somewhat economical with the truth' as limited consultation in Shenington and none in Alkerton.
- Elan's documentation is 'intentionally dishonest.....It pretends that Shenington is an irrelevant, non-descript village with aging bungalows, vernacular insignificant houses...'
- Elan Homes has indicated that 35% of the homes they build will be affordable - otherwise they face a fine. What is the company's track record on achieving this aim? There have been reports of building firms absorbing fines into their initial quotes, disregarding quotas and constructing more expensive (and therefore more profitable) houses.
- Lack of attention to detail, misspelling the village name, incorrect identifications of key service providers and referring in error to other locations etc in the submission does not inspire confidence in the development/developer.

The comments received can be viewed in full on the Council's website, via the online Planning Register.

## 7. RESPONSE TO CONSULTATION

- 7.1. Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website, via the online Planning Register.

### PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

- 7.2 SHENINGTON WITH ALKERTON PARISH COUNCIL: **Strongly objects.** There is strong opposition within the parish. There are significant weaknesses within the planning application submission. The parishioners in attendance at the Parish Council meeting of 16th March 2022 indicated unanimous opposition to this proposal and therefore the Parish Council is agreed that this plan should be opposed.

The Parish Council wishes to make it clear that a representative should be allowed to present these views and any other subsequent opinions to the Planning Committee meeting.

#### *General*

The applicants sought and received a Professional Assessment by Case Officer report which, at its conclusion, indicated that there would be a number of submission requirements several of which seem to be missing.

We would also note that the quality of documents is poor in many places, including duplications, simple errors and omissions, giving an impression that the applicant wishes to submerge the Committee and other interested parties with the volume of documents provided. The fact that the applicant seems to have not taken great care with the preparation of this crucially important suite of documents gives rise to the thought that the applicant may not take particular care in other important areas.

A review of the developer's website would indicate that they have little or no experience of building within a similar environment and therefore it can be supposed that they have little idea of the impact of their construction on a historic village set in the Cotswolds. Some of the houses, and there have been quite a number of infills and conversions, that have been developed in the village over the last few decades have lacked a sympathy with the village environment and the proposed plans indicate that the developer has no better sense of what is appropriate.

Given the priority of and importance attached to Environment, Social and Governance goals ("ESG") it seems surprising that this proposal has even made it to this stage, the developers clearly have not picked up the signals of the public mood. Furthermore, on the basis that the proposals for this site have been repeatedly rejected, the current proposal seems ever more surprising and unwarranted.

#### *Highways*

A report, "Roads and traffic in Shenington and Alkerton", produced by the Shenington with Alkerton Parish Council, dated December 2015, and sent to Oxfordshire County Council highways department, provides much relevant information explaining why housing development in Shenington cannot be justified. There has been no change in the conditions of the highways since then and there have been Road Traffic Incidents since then, including one RTA, in the recent past, which involved a woman being cut from her vehicle on the road between the villages. The main road through the village, and in addition Rattlecombe Road, is hazardous for walkers, both visitors and village pedestrians, cyclists and local horse

riders because of its layout and high volumes and excessive speed of traffic at certain times. More traffic associated with more houses will have a negative impact of the local community life. There is no room to add pavements to the lanes in the village.

The main road access into Shenington is from the A422 which is about 2km to the east along an unclassified road which passes through the village of Alkerton before it reaches Shenington. The road is narrow, winding, without a footway and with minimal lighting, there being no less than 100 m between street lights.

The 2015 report identified four hazard points on the main road through Shenington characterized by poor visibility for both walkers and drivers approaching in opposite directions. There are additionally two particularly sharp and blind bends in Alkerton.

The main-road carriageway widths were measured at five points in Shenington and all were less than 4.9m. There are points where the width is as low as 4.2m. The DfT Traffic Signs Manual says: "2.2.6. On rural roads below 5.5 m in width .... Drivers might also expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. In these circumstances the centre line should be omitted ...". Thus, the main road in Shenington is insufficiently wide for two vehicles always to be able to pass irrespective of whether there are pedestrians walking on the road.

The D'Arcy Dalton Way and the McMillan Way long-distance footpaths use the main road through Shenington. Separately, the proposed egress from the development onto Rattlecombe Road is hazardous, with limited visibility and the lack of pedestrian facilities referred to above. The width of the road does not allow for two vehicles to pass easily and safely past the proposed junction and the ground surrounding it does not seem to allow for good sight lines for traffic exiting it. Furthermore there is no possibility of adding pavements to enhance pedestrian safety. These limitations will be particularly evident during construction. The highways in the village are completely unsuited to a high volume of heavy construction traffic.

The Professional Assessment of the [Planning] Case Officer, in the Planning and Affordable Housing Statement, made a number of observations as to requirements which do not appear to have been met, such as:

- demonstration of suitable visibility in line with the Manual for Streets requirements;
- vehicle turns in and out of the site without overrunning the centre of the road;
- the requirement for visitor parking;
- the "connecting footway [on Stocking Lane] to provide a safe route to the primary school"; and
- consultation with Oxfordshire County Council prior to application.

On the highways and traffic points alone, this application should fail.

#### *Foul and Surface Water Drainage and Water Supplies*

The pre-application feedback from Cherwell District Council in response to 21/02693/PREAPP, at Appendix 1 of the Planning and Affordable Housing Statement, states clearly that there is a "need to consider foul water when designing your proposals." The applicants have failed to do this in any respect, having even failed, in the 6 months since the first proposals, to contact and receive a map of the sewerage arrangements from Thames Water. The Planning Committee cannot be

misled by this procrastination to address a major issue for the village. In short, the applicant's suggestion that the Planning Committee may trust its assurances that the matter will be dealt with post-approval are not to be trusted.

The inadequacies of the village sewerage system have been reported upon at the time of the previous application. These inadequacies have not been addressed with Thames Water committed to monthly checks down the Sor Valley. An appeal was published in *The Shenington Green* (no. 58, June 2020) asking villagers to be careful what they dispose of into the sewerage system. This was prompted by a villager living at the east end of Shenington where the sewer leaves the village, who had experienced ongoing problems due to the poor capacity. More homes in Shenington will make this worse.

The site of the proposed development is about 1.5 km from the edge of the River Thames catchment area. This means that mains water has to be pumped up to Shenington by Thames Water from much further downstream. There are already many occasions when the water pressure in the village falls significantly. Any further housing will have unacceptable impact on the service.

#### *Local Plan Village Status and Additional Housing*

In Cherwell District Council's Local Plan 2031 ("CLP 2031") and also in their Policy Villages 1, it is clear that Shenington with Alkerton is a village among those with the least capability to deal with anything other than minor development and over the last nearly 30 years the village has accommodated development of nearly 40 properties. Yet, here, in a single application, there is a proposal for 49 further houses and, more to the point, to be built outside of the curtilage of the village in open countryside, it is unsustainable.

The village's status as a Category C settlement cannot accommodate such a massive development and should be dismissed without further consideration, under the Council's own plans and policy requirements, in addition to the Professional Assessment by the Case Officer, included in Elan Homes application, which states the development "would be unacceptable in principle and as such could not be supported."

The Roman Summer report quotes the NPPF in stating that local authorities should "support the development of windfall sites.... giving great weight to the benefits of using suitable sites within existing settlements.." This is typical of much of the application's documentation being misleading, this is not a suitable site and it certainly is not within an existing settlement.

#### *Landscape and Visual Assessment*

The Case Officer also directed that a visual assessment would be required. The LVA provided by the applicant clearly demonstrates that from virtually all angles, including that from the AONB, the site has a clear impact on sight lines.

#### *Amenities*

The primary school in Shenington has few if any spaces left to cater for what is anticipated to be a potentially significant influx of children. This would mean further pressure on the highway network as parents would be engaged in transporting children both ways at key drop off and pick up times. The doctors' surgery, a branch of the Fenny Compton surgery, also has little capacity to take on a significant new development with potentially well over a hundred new patients requiring a surgery. We have no other local facilities such as a shop, garage or post office; any of which are some miles away. Once again this demonstrates the complete lack of consideration of the impact of this development on the existing community.

### *Electricity*

The Western Power website shows that the primary substation “Epwell” (no. 670090) provides power to a wide area including Shenington with Alkerton. The area includes villages such as Tysoe and Hook Norton where there has recently been considerable housing development. The website states that the substation has no Demand Headroom and an inability to reverse power generation. Previously, Western Power has indicated an overall demand shortfall of over 6 MVA. There seems therefore to be insufficient capacity to serve any extra housing developments particularly with the likely rise in the usage of electric cars increases. There are regular power outages and the local infrastructure seems fragile to say the least.

### *Contamination*

Elan Homes commissioned a report from Discovery CE, geotechnical and environmental engineers to conduct a soil survey. This survey concluded that there are excessive levels of Arsenic, Nickel and Vanadium present in the soil which required “a remediation strategy be compiled for the site and submitted to the relevant local authority”. There seem to be no evidence of that strategy document and it is clear that the engineers think that there is a requirement for at least 60 centimetres of clean, neutral top soil to be provided over the whole site on uncovered ground. A question, given this, must arise on any work that is to be undertaken and, more importantly, has already been undertaken on this site by contractors. Did those who commissioned the work notify the contractors of these matters, given that excavation works have taken place since the report’s production in November 2021?

### *Connectivity*

Fibre optic cables have been installed as far as a street cabinet near the war memorial in Alkerton. Copper cables serve Shenington from that point. It is about 1 km from the cabinet to Stocking Lane, near the school, which is representative of the proposed development. The bandwidth numbers are highly variable with a typical level of input at 27 Mb/s and upload 5 Mb/s. Additional houses will create a further reduction of the already poor levels of bandwidth.

<< End of Parish Council comments >>

### OTHER CONSULTEES

- 7.3 OCC HIGHWAYS: **Objection** for the following reason: The proposed residential development is not considered sustainable from the transport perspective. The proposed development lacks adequate transport infrastructure needed at above location in support of pedestrian, cycle trips and the level of Public transport services provision for residents without ownership or access to cars.
- 7.4 OCC DRAINAGE (as LLFA): **Objection** for the following reason:
- Clarification required on the 10% urban creep.
  - Drainage strategy drawing to be detailed.
  - Calculations to be more detailed.
  - Surface water flood exceedance plan to be provided.
  - A detailed surface water maintenance schedule to be provided.

### **Detailed comments:**

Please clarify whether 10% urban creep has been allowed for in the surface water catchment plan and in the calculations.



As part of a full application drainage strategy drawings are expected to be more detailed. Surface water network should include the whole site, also include the drainage around the dwellings. All proposed SuDS need to have the invert and cover levels specified. Provide permeable paving area with the sub-base depth. Provide the discharge rate for the infiltration basin on plan. Include pipe number on the drainage strategy drawing which should correlate with the calculations. All SuDS to be referenced and correlate with the calculations.

Calculations to reflect the drainage strategy drawing as mentioned above. Include the pipe network around the private areas and include all the proposed SuDS accordingly.

Provide surface water flood exceedance plan and demonstrate surface water will be kept away from structures and within the site boundary should the surface water network fail.

Provide a detailed maintenance regime, identifying all maintenance requirements and maintenance frequency for all the proposed SuDS features.

#### 7.5 OCC ARCHAEOLOGY – **Comments** as follows:

This proposal site sits in an area of archaeological interest and potential, as has been outlined in an Archaeological Desk Based Assessment produced as part of this application. The site lies 100m southwest of Scheduled Monument 181 which comprises the best-preserved Medieval ridge and furrow in Oxfordshire, c. 250m south west of the remains of Medieval croft boundaries and 400m west of the remains of the Shrunken village of Shenington. There has been little largescale archaeological investigation in the hinterland of Shenington, and so there is potential for Medieval remains to survive, which could provide information on the development of the settlement.

Prehistoric flint has been recovered from isolated spots south and west of the proposal site (PRN 2180 and 7349). These were recovered as surface finds and not from a formal archaeological excavation, and so there is potential for the development to disturb remains of previously unknown prehistoric activity in the area.

In accordance with the National Planning Policy Framework (NPPF 2021, paragraph 189), we would therefore recommend that, prior to the determination of any planning application for this site the applicant should therefore be responsible for the implementation of an archaeological field evaluation.

This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This evaluation must be undertaken in line with the Chartered Institute for Archaeologists standards and guidance for archaeological evaluation including the submission and agreement of a suitable written scheme of investigation.

This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

If the applicant contacts us at the above address, we shall be pleased to outline the procedures involved, provide a brief upon which a costed specification can be based, and provide a list of archaeological contractors working in the area.

## 7.6 CDC LANDSCAPE – **Comments** as follows:

The LVA submitted with the application concludes the effects of the proposal would be restricted to a localised geographical area and would not result in substantial harm to landscape character beyond the Site boundary, nor would there be substantial detrimental effects to visual amenity across a wide area. The design of the Proposed Development has responded to the landscape and visual context to the Site by retaining boundary vegetation where possible within a framework of new strategic planting to create a sensitive transition between the Site and wider countryside.

The LVA states that the Site has a medium susceptibility to change as a result of the proposed development because: There is similar built development present in the landscape; Some screening is provided by existing vegetation and landform; There are some opportunities for mitigation. The study has also assessed the potential effects on landscape character and concluded that there would be some localised moderate adverse in the short-term, which would become minor adverse in the long-term. I feel that the landscape character of the site would change as a result of the proposed development and not necessarily be consistent with its surroundings and not impinge materially on landscape character beyond the Site - my reasons of which are noted below in response to this and the DAS.

Having visited the village of Shenington and walked the Stocking Land (north) and Rattlecombe Road (east) site perimeter I was able to see how effective the existing vegetation is currently at limiting visibility of the site. However, the length between the existing ironstone wall and where the hedgerow begins is a gap of over 30 metres (which is directly opposite the junction, The Level). As the site is quite well elevated, anything above a couple of metres will be visible from the roadside / footpath during and after the construction work.

It has been mentioned that some existing vegetation is proposed to be removed and as such a Tree / hedgerow removal plan would need to be provided and submitted with adequate mitigation measures put in place.

Also comments on the requirements in respect of LAP/LEAP, perimeter planting and other soft landscaping.

Concludes: the proposal would be overbearing for the village, and with further landscape design / palette materials consideration needed and lack of detailed information provided I cannot support this proposal.

## 7.7 CDC ECOLOGY – **Comments** as follows: the applicants have not submitted a Biodiversity Impact Assessment or demonstrated how the development will achieve a net gain for biodiversity. Currently for developments of this size we request such an impact assessment using a recognised metric. In line with known upcoming legislation and a CDC executive committee decision we seek an overall net gain of at least 10% in biodiversity units. I would recommend therefore that the applicant submits such a calculation along with a demonstration of how a net gain for biodiversity will be achieved on site or demonstrate that they have identified a suitable off site project if this is necessary. This needs to be submitted prior to any decision so we can assess if the proposal is acceptable. In addition, CDC looks for the equivalent of a minimum of one bat/bird/insect provision per dwelling to be integrated into the fabric of the buildings. Whilst this along with other landscaping aspects can be conditioned it is always more productive to have this at least outlined up front for comment and to ensure they can be accommodated in the housing design. Following this submission I can review the ecological information and recommend conditions etc. as required.

- 7.8 CDC CONSERVATION – **No objections to the principle of development** but has **concerns** over the materials proposed and the treatment of the highway/footpaths that would connect the development to the village.
- 7.9 CDC ARBORICULTURE – **No objections** subject to conditions (relating to a landscaping plan, retained trees, arboricultural method statement, planting pits). It appears that all the trees are to be retained and fenced off during the development. The only thing that seems to be lacking is a Landscaping Plan. There is sufficient space to plant a significant number of trees which would enhance the development and soften its impact on the surrounding area.
- 7.10 CDC RECREATION AND LEISURE – **No objection** subject to Section 106 contributions (set out later in this report)
- 7.11 OCC EDUCATION – **No objection** subject to Section 106 contributions (set out later in this report)
- 7.12 OCC WASTE MANAGEMENT – **No objection** subject to Section 106 contributions (set out later in this report)
- 7.13 CPRE – **Strongly objects.**
- (1) The proposed development represents an unjustified and inordinate expansion of this historic ironstone Category C village contrary to Policy Villages 1, ESD1, and BSC1 of the CLP 2015 and would harm the historic character and established settlement pattern of this Conservation Village, contrary to policy ESD15 of the CLP 2015.
  - (2) The proposal does not comprise infilling or conversion within the built limits of a Category C settlement. Therefore, the proposal is contrary to the Council's rural housing strategy, as outlined in Policies ESD1, BSC1 and Policy Villages 1 of the CLP, which seeks to deliver the housing growth in the district in the most sustainable manner reducing the need to travel and the impact on climate change and Government guidance in the National Planning Policy Framework which seeks to encourage sustainable patterns of growth.
  - (3) The proposed dwellings, by virtue of their number, layout, scale, siting, design and proposed materials are considered to represent an unsympathetic form of development that has a poor relationship with the existing built form of the village and through the introduction of this amount of development in this location would result in visual harm to the open, rural character of the area and village setting, and significant harm to the setting and significance of the Conservation Area, contrary to Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policies C23, C27, C28 and C30 of the Cherwell Local Plan 1996 of the Cherwell Local Plan 1996 and Government guidance in the National Planning Policy Framework. It is also not clear whether the existing ironstone wall to Rattlecombe Road would be lost or compromised.
  - (4) The proposal would result in a development where future occupiers would be highly reliant on the private car for day-to-day needs. And further, they would be required to negotiate dangerous approach roads, with steep gradients, sharp bends and no pavements. The additional traffic from this development would exacerbate an already poor situation to the detriment of the highway safety of all users, existing and proposed. This is contrary to CLP Policy SLE4 and saved LP policy TR7.
  - (5) The proposal would introduce a dangerous new junction to Rattlecombe Road to the detriment of highway safety, by virtue of being within close proximity to the 60mph speed limit change, located opposite regularly parked cars to an historic terrace of cottages, on a stretch of road with changes in gradient and

alignment that restrict visibility. The application is therefore not in accordance with the NPPF. It is also noted that no up to date speed survey has been undertaken in the vicinity of the application site.

- (6) The proposal would exacerbate the already poor infrastructure provision in the village, principally foul waste drainage, drainage generally, and broadband speed. These provisions are known locally to be already compromised. In terms of drainage, both foul waste and surface water, the proposal is therefore contrary to Policies INF1 and ESD7 of the CLP (2011-2031) Part 1 and Government guidance contained within the National Planning Policy Framework.

7.14 Thames Water – **Comments** as follows:

With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. “No development shall be occupied until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

- 7.15 Thames Valley Police – **Unable to support the application** in its current form on the grounds of concerns regarding boundary treatments and surveillance; also the submitted Design and Access Statement does not adequately address crime and disorder.
- 7.16 Oxford Clinical Commissioning Group – **Requests financial contributions** as part of a Section 106 agreement (see later section in this report for details of that request)
- 7.17 Berkshire, Buckinghamshire, Oxfordshire Wildlife Trust – **Objects** on the grounds that the application does not provide evidence of a net gain in biodiversity. There is no Ecology Report or Net Gain Analysis provided with the documentation and it is therefore impossible to assess whether or not a Biodiversity Net Gain is likely to be achieved and we therefore consider that the current application contravenes the policies quoted above and should be refused. An Ecology Report and a working copy of the full set of data e.g. the metric spreadsheet itself, or a copy of its contents, should be provided and made available on the planning website to allow consultees to analyse the figures and comment as appropriate.

7.18 Environment Agency – Declines to comment

## **8. RELEVANT PLANNING POLICY AND GUIDANCE**

8.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2. The Cherwell Local Plan 2011-2031 - Part 1 ('CLP 2015') was formally adopted by Cherwell District Council in July 2015 and provides the strategic planning policy framework for the District to 2031. The CLP 2015 replaced a number of the 'saved' policies of the adopted Cherwell Local Plan 1996 though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

### CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2015)

- Policy PSD 1 – Presumption in favour of Sustainable Development
- Policy SLE 4 – Transport Connections
- Policy BSC 1 – District Wide Housing Distribution
- Policy BSC 2 – The Effective and Efficient use of land
- Policy BSC 3 – Affordable Housing
- Policy BSC 4 – Housing Mix
- Policy BSC 10 – Open Space, Outdoor Sport and Recreation provision
- Policy BSC 11 – Local standards of provision – Outdoor Recreation
- Policy BSC 12 – Indoor Sport, Outdoor Sport and Recreation provision
- Policy ESD 1 – Mitigating and Adapting to Climate Change
- Policy ESD 2 – Energy Hierarchy and Allowable Solutions
- Policy ESD 3 – Sustainable Construction
- Policy ESD 4 – Decentralised Energy Systems
- Policy ESD 5 – Renewable Energy
- Policy ESD 6 – Sustainable Flood Risk Management
- Policy ESD 7 – Sustainable Drainage Systems
- Policy ESD 8 – Water Resources
- Policy ESD 10 – Protection and Enhancement of Biodiversity and the Natural Environment
- Policy ESD 12 – Cotswold Area of Outstanding Natural Beauty
- Policy ESD 13 – Local Landscape Protection and Enhancement
- Policy ESD 15 – The Character of the Built and Historic Environment
- Policy ESD 17 – Green Infrastructure
- Policy Villages 1 – Village Categorisation
- Policy INF 1 – Infrastructure

### CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C8 – Sporadic development in the open countryside
- H18 – New dwellings in the open countryside
- C28 – Layout, design and external appearance of new development
- C30 – Design control
- ENV1 – Environmental Pollution

8.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- The Planning (Listed Buildings and Conservation Areas) Act 1990
- Shenington and Alkerton Conservation Area Appraisal (Feb 2009)

- Cherwell Residential Design Guide SPD (July 2018)
- Cherwell Developer Contributions SPD (February 2018)
- Cherwell First Homes Interim Policy Guidance Note
- EU Habitats Directive
- Natural Environment and Rural Communities Act 2006
- Conservation of Habitats and Species Regulations 2017
- Circular 06/2005 (Biodiversity and Geological Conservation)

## 9. APPRAISAL

9.1. The key issues for consideration in this case are:

- Principle of development
- Impact on the character of the area and landscape
- Design and layout
- Trees/landscape/open space
- Housing Mix/Affordable Housing
- Impact on Heritage Assets
- Residential amenity
- Transport
- Noise, Contamination and Air Quality
- Ecology impact
- Flood Risk and Drainage
- Sustainability and Energy Efficiency
- Effect on Infrastructure/Planning Obligations

### Principle of Development

#### *Policy Context*

9.2. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. A key material consideration is the National Planning Policy Framework (NPPF) which sets out the Government's planning policy for England. The NPPF is supported by Planning Practice Guidance (NPPG).

9.3. The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. This is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

9.4. So that sustainable development is pursued in a positive way, the NPPF includes a 'presumption in favour of sustainable development' (para. 10). Paragraph 11 states that applying the presumption to decision-making means:

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (this includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites), granting permission unless:*
  - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;*

- ii. *or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 9.5. The position in which the most important policies are considered to be out-of-date because of the absence of a five-year housing land supply is often referred to as the 'tilted balance'.
- 9.6. Paragraph 12 advises, *'The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.'*
- 9.7. Section 5 of the NPPF covers the issue of delivering a sufficient supply of homes and states, *'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'*.
- 9.8. Paragraph 74 highlights the need for Local Planning Authorities (LPAs) to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old (unless these strategic policies have been reviewed and found not to require updating as in Cherwell's case). The supply of specific deliverable sites should, in addition, include a buffer - 5% in Cherwell's current circumstances (moved forward from later in the plan period).

#### *Development Plan*

- 9.9. The Development Plan for this area comprises the adopted Cherwell Local Plan 2011-2031 ('CLP 2015') and the saved policies of the Cherwell Local Plan 1996.
- 9.10. Policy PSD1 of the CLP 2015 embeds a proactive approach to considering development proposals to reflect the presumption in favour of sustainable development. It states, *'The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area'*.
- 9.11. The CLP 2015 seeks to allocate sufficient land to meet district-wide housing needs. The Plan states, *'The most sustainable locations for growth in the District are considered to be Banbury, Bicester and the larger villages as identified in Policies Villages 1 and Villages 2 as these settlements have a range of services and facilities, reducing the need to travel by car'*.
- 9.12. Policy BSC1 states that Cherwell District will deliver a wide choice of high quality homes by providing for 22,840 additional dwellings between 1 April 2011 and 31 March 2031. 1,106 completions were recorded between 2011 and 2014 leaving 21,734 homes to be provided between 2014 and 2031.
- 9.13. Paragraph E.10 of the Plan states, *'Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The District is required by the NPPF and*

*the NPPG (to maintain a continuous five year supply of deliverable (available, suitable and achievable) sites as well as meeting its overall housing requirement'.*

- 9.14. Cherwell's five-year housing land supply position was reviewed in the 2021 Annual Monitoring Report (AMR). Despite a strong record of delivery since 2015, the AMR presents a 3.8 year supply position for 2021-2026 and 3.5 years for the period 2022-2027 (the latter being effective from 1 April 2022). An additional 2,255 homes would need to be shown to be deliverable within the current 2022-2027 five-year period to achieve a five-year supply as required by the NPPF.
- 9.15. Paragraph E.19 of the Local Plan states, "*If the supply of deliverable housing land drops to five years or below and where the Council is unable to rectify this within the next monitoring year there may be a need for the early release of sites identified within this strategy or the release of additional land. This will be informed by annual reviews of the Strategic Housing Land Availability*".
- 9.16. The Council's latest assessment of housing land availability is its 'HELAA' published in 2018. This is a technical rather than a policy document but provides assessments of potentially deliverable or developable sites; principally to inform plan-making. The site does not feature in that document. However, the land to the south does, as site HELAA193, and was not considered to be suitable or achievable for housing. The comments in bold are relevant to the application site:

***Greenfield site outside the built-up limits. Shenington is a Category C village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. The site is considered to be unsuitable for development as it would have an unacceptable impact on the character of the village and its open countryside. The eastern boundary of the site borders the Conservation Area. The south western portion of the site lies within the Northern Valleys Conservation Target Area. With regard to assisting Oxford with its unmet housing need, Shenington lies outside Areas of Search A and B. (2018 HELAA, Appendix 4)***

- 9.17. Policy Villages 1 of the CLP 2015 provides a framework for housing development in the rural areas of the district and groups villages into three separate categories (A, B and C). The categorisation of villages was informed by a defined range of sustainability criteria (CLP para C.255). Shenington is a Category C village and is considered among the least sustainable villages in planning terms.

#### *Assessment*

- 9.18. Shenington is a Category C village, which the Local Plan identifies as being the least sustainable settlements in planning terms. Policy Villages 1 states that 'infilling' and 'conversion' are the only types of residential development permissible at Shenington and other Category C villages. The policy states that, "*only Category A and Category B villages will be considered to be suitable for minor development in addition to infilling and conversions*". The proposal therefore conflicts with Policy Villages 1. Policy Villages 2 only applies to Category A villages.
- 9.19. The Council's housing strategy as set out in the Local Plan (in particular Policy BSC1) is to distribute growth to the most sustainable locations and deliver development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars. This strategy is also reflected in Policy ESD1.



- 9.20. Shenington benefits from a primary school and a public house, as well as a doctors' surgery which opens weekday mornings and Wednesday afternoons (a total of c.23 hours a week) but not at the weekends. The village does not have a food shop or post office or any other shops. Future residents of the proposed development (and all those who work) would therefore have to travel out of the village to meet most of their day to day needs. There is a bus service, which stops twice a day during the week but not after 2pm. Public transport does therefore not present a viable option. The local highway authority comments: "...the existing bus service in Shenington is insufficient to enable any meaningful bus modal share from the proposed development, neither is the proposed development large enough for sufficient improvement to the bus service to mitigate this deficiency."
- 9.21. In terms of access to services and facilities, whilst there are other villages and towns in the area, given the distances from the application site and the nature of the road and footpath networks walking would not be an attractive option. It is likely that travel would invariably involve regular journeys by the private motor vehicle which is the least sustainable mode of transport. Consequently, it is considered that the dwellings would be isolated from services and not in a sustainable location.
- 9.22. The Council's housing land supply position, at less than five years, renders Policies BSC1 and Villages 1 'out of date'. As such these policies are to be given less weight in the consideration of planning applications, and the 'tilted balance' applies, that is the presumption in favour of sustainable development. In the absence of a 5 year land supply and in the context of the NPPF objective to significantly boost the supply of homes there is clearly a current housing need to be met.
- 9.23. However, recent case law has made clear that, even where development plan policies are rendered 'out of date' by housing land shortfalls, they remain 'potentially relevant' to the application of the tilted balance and decisions makers are not 'legally bound to disregard them'. Moreover, case law has established that the provisions of the NPPF remain subordinate to the overriding principle established by section 38(6) of the Planning and Compulsory Purchase Act 2004 that decision-makers must have first regard to the terms of the development plan policies.
- 9.24. Notwithstanding the above, the key test is whether the proposal would amount to sustainable development and the site's poor sustainability credentials weigh against the proposals.

#### *Conclusion*

- 9.25. The proposals conflict with Policies BSC1 and Villages of the CLP 2015. In the context of the Council's housing land supply position (3.5 years), these policies are to be afforded weight and the presumption in favour of sustainable development applies. However, the site is not in a sustainable location and the proposals therefore conflict with the aims and objectives of the NPPF, as well as Policy ESD1 of the CLP 2015, and the proposed development would be a scale and nature which would not encourage sustainable forms of growth which reduces the need to travel.

#### Impact on the character of the area and landscape

##### *Policy context*

- 9.26. The Government attaches great importance to the design of the built environment within the NPPF. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It goes onto note that planning decisions should contribute to and enhance the local environment by recognising the intrinsic character and beauty of the countryside. It also states that development should function well and add to the

overall quality of the area and by sympathetic to local character and history, including the surrounding built environment and landscape setting.

- 9.27. Saved Policy C8 seeks to resist new sporadic development in the open countryside. Saved Policy C28 of the CLP 1996 states that *control will be exercised over all new development to ensure that standards of layout, design and external appearance are sympathetic to the character of the context of that development.* Furthermore, saved Policy C30 of CLP 1996 states *control will be exercised to ensure that all new housing development is compatible with the appearance, character, layout, scale and density of existing dwellings in the vicinity.*
- 9.28. Policy ESD13 of the CLP 2015 states that *development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided.* It goes on to state that proposals will not normally be permitted if they would cause undue visual intrusion into the open countryside, cause undue harm to important natural landscape features, be inconsistent with local character, or harm the setting of settlements or buildings.
- 9.29. Policy ESD15 of the CLP 2015 highlights the importance of the character of the built and historic environment. This Policy states, amongst other things, that *successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design.* The Policy continues by stating that new development proposals should, amongst other things, *contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views.* Development should also *respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages.*
- 9.30. The Cherwell Residential Guide SPD (2018) builds on the above policies and provides a framework to deliver high quality locally distinctive development.

#### *Assessment*

- 9.31. The site is within the Oxfordshire Wildlife and Landscape Study 2004 landscape type 'Wooded Pasture Valleys & Slopes', which is described as including pastoral and wooded landscapes and extending over steep-sided valleys with valleys of small streams and main rivers. Along with steep sided valleys its key characteristics are small pasture fields with localised unimproved grassland, small intact villages and hamlets, and tall thick hedges and densely scattered hedgerow trees. The overall strategy is to conserve the characteristic mosaic of woodland and grassland along the valley sides and bottoms, as well as the unspoilt vernacular character of the villages.
- 9.32. The application is accompanied by a Landscape and Visual Impact Assessment (LVA), which finds that the site is not subject to statutory landscape designation, and there are no TPOs covering the site, though the study area does include parts of the nearby Cotswolds Area of Outstanding Natural Beauty and Upton House Registered Park and Garden. The susceptibility of the Cotswolds AONB to change is seen as medium. The Site lies approximately 930m to the east of the Cotswolds AONB but is part of its setting. From Upton House Registered Park and Garden views towards the Site are screened by woodland, parkland and ornamental tree and shrub planting.

- 9.33. Thirteen representative viewpoints have been assessed from publicly accessible locations in the proximity of houses, PRoW and roads. The Council's landscape officer advises that, *"the selected 13 representative viewpoints have incorporated the obvious elevated views whereby the development site may be seen"*. She advises that, *"the greatest level of visual effects would be experienced by the closest receptors: primarily users of Rattlecombe Road to the east, Stocking Lane to the north and surrounding residential properties, including the village school. Beyond this, existing vegetation along the site boundaries and within the wider landscape provides some filtering"*.
- 9.34. During construction the overall effect on these receptors would be up to moderate adverse. Long-term adverse effects would be restricted to those receptors close to the site where the residual effect in most instances would be moderate or minor adverse. The LVA states that the effects of the proposed development would be restricted to a localised geographical area and would not result in substantial harm to landscape character beyond the Site boundary, nor would there be substantial detrimental effects to visual amenity across a wide area.
- 9.35. The LVA states that the Site has a medium susceptibility to change as a result of the proposed development because: There is similar built development present in the landscape; Some screening is provided by existing vegetation and landform; There are some opportunities for mitigation. The study has also assessed the potential effects on landscape character and concluded that there would be some localised moderate adverse in the short-term, which would become minor adverse in the long-term.
- 9.36. The Council's Landscape Officer has visited the village and walked the Stocking Lane (north) and Rattlecombe Road (east) site perimeter. It is noted that the existing vegetation is currently effective at limiting visibility of the site. However, the length between the existing ironstone wall and where the hedgerow begins is a gap of over 30 metres (which is directly opposite the junction, The Level). As the site is quite well elevated, anything above a couple of metres would be visible from the roadside / footpath during and after the construction work.
- 9.37. It must also be noted that the proposal would result in a particularly large increase to the size of the village and in this way would be out of keeping with the form and pattern of development.

#### *Conclusion*

- 9.38. Overall, officers consider that, while the landscape character of the site would change as a result of the proposed development and would not necessarily be consistent with its surroundings from a landscape and visual perspective, the proposal would not significantly affect the character of the wider landscape and would not result in substantial harm to landscape character in the wider setting. That said, it would have an urbanising impact on the site and its immediate surrounds, and would result in a substantial increase in the size of the village, out of keeping with the form and pattern of development, to the detriment of the character of the settlement, and in this regard would conflict with Policy ESD15 of the CLP 2015.

#### Design and layout

- 9.39. The application is made in full and therefore the detailed design and layout of the development stands to be assessed.
- 9.40. The development would be accessed from Rattlecombe Road. To one side of the road would be a small area of public open space with a SUDS feature occupying a

larger area of land to the right. There would be no dwellings within 40 metres of Rattlecombe Road; there would be five detached dwellings between Rattlecombe Road and the reinstated historic hedgerow. The layout would comprise a large cul de sac with a secondary cul de sac off the main road through the development. The development has an informal layout, which is not itself considered objectionable in the context of which the site is located.

- 9.41. Of the 49 dwellings, 18 would be detached and 25 semi-detached (there are 6 flats among the 22 pairs of semis). There would be two short terraces of three dwellings - all of those being affordable dwellings.
- 9.42. The Cherwell Residential Design Guide sets out (see Section 6.2) that the majority of buildings in new developments should be arranged in a terraced form to create a near continuous built frontage to the street. Here the majority of the dwellings visible from Rattlecombe Road and Stocking Lane would be detached, and in this way the proposal would not be locally distinctive. The built form on the aforesaid two roads is generally detached or semi-detached, which limits the proposal's impact in this respect, though the propensity for detached dwellings in the development does weigh against the proposals.
- 9.43. The majority of dwellings in the development either have a front projecting gable or a half dormer, both of which the Cherwell Residential Design Guide seeks to avoid (see Section 6.5), which counts against the proposals. There is no particular variation in the width of building frontages, though there is some consistency in building lines.
- 9.44. Unfortunately, several of the house types have considerable plan depths (see Section 6.5 of the Design Guide) – this includes the Bordesley (7.85m), the Malham, Marford and Cortland (all 7.96m), the Brocton (8.9m) and the Sutton (8.95m). These are excessive plan depths especially in cases where they would be visible from the public realm, and various of the house types have roof pitches that are too shallow; these matters weigh against the proposals. Unfortunately, there are no real vista stoppers – and where they exist they tend to be the Bordesley house type which has a front projecting gable and an excessive plan depth. There is only one house type, the Finham, which 'turns the corner'. Close boarded fences would be visible from the public realm, which is poor design and which the Design Guide seeks to avoid (see Section 6.7).
- 9.45. The appropriate use of materials makes a significant difference to the appearance of a development and can sometimes mitigate for other deficiencies. Unfortunately, in this instance the proposed materials conflict with the Cherwell Residential Design Guide in several respects. Many of the dwellings have a mix of materials, which is not locally distinctive and which the Design Guide seeks to avoid (see Section 7.3). Nine detached dwellings have front facades or front gables proposed in a cast stone; none of the development is proposed in natural ironstone. Many of the dwellings (e.g. Plots 6-14, 27, 28, 43-47) are proposed in buff brick, which is poor and not locally distinctive.
- 9.46. The tiles proposed are "grey clay roof tiles" – if these were slate blue/grey clay tiles then this may be appropriate (see Page 110 of the Design Guide). Chimneys are conspicuous by their absence and their absence weighs against the development (see Section 7.4.2 of the Design Guide), while many of the dwellings are proposed with fascias and bargeboards, which should not be used, and this also weighs against the proposal.
- 9.47. Much of the parking for the development is located to the fronts of the dwellings, which is not supported by the Design Guide and is not considered acceptable.

- 9.48. Overall, the design of the proposed development is poor – it is not locally distinctive and it includes many elements expressly mentioned in the Design Guide as not being acceptable. The proposal thus runs contrary to Policy ESD15 of the CLP 2015, the Cherwell Residential Design Guide and Government guidance in the NPPF.

#### Trees/landscape/open space

- 9.49. The design of the proposed development responds to the landscape and visual context to the site by retaining boundary vegetation where possible within a framework of new strategic planting to create an acceptable transition between the site and the wider countryside. The application submission notes at paragraph 7.17 that the existing vegetation on the boundaries of the site would be retained and protected during construction, although construction of the main site access would require the removal of part of the existing hedgerow along the site frontage to Rattlecombe Road. It is proposed to reinstate an historic field boundary hedgerow within the site, as well as the reinstatement of an ironstone wall along the site's boundary with Rattlecombe Road. Both are positives of the scheme.
- 9.50. The Council's landscape officer (LO) comments that the proposed LAP/LEAP may be better located to the northern edge of the site, where plots 15-22 are shown, and that its current location is "not ideal" but stops short of objecting to the proposals on this basis.
- 9.51. The LO advises that any permission given would need to be subject to a tree/hedgerow removal plan and adequate mitigation measures would be required. She advises that a full planting schedule would also be required, along with tree pit details, a landscape management plan / LEMP and hard landscape details along with a product specification. The LO comments that additional hedgerow planting should be required and that the landscaping proposals should include additional groups of trees within the POS between the perimeter hedge and SuDS to help reinforce and strengthen screening, as well as wildlife habitat enhancement and provision of a connected corridor of green infrastructure across the site. She also advises that the existing perimeter planting to the rear of plots 1-18 may need strengthening with native species, and needs not to be within the curtilage of those plots in order that it is not removed at a later date.

#### Housing Mix/Affordable Housing

- 9.52. The NPPF advises that in order to create sustainable, inclusive and mixed communities, Local Planning Authorities should plan for a mix of housing, reflect local demand and set policies for meeting affordable housing need. Policy BSC4 of the CLP 2015 requires new residential development to provide a mix of homes in the interests of meeting housing need and creating socially mixed and inclusive communities.
- 9.53. The housing mix sought under Policy BSC4 would, for a development of 49 dwellings, amount to 7no 1 beds (5no Affordable and 2no Market), 15no 2 beds (6no Affordable and 9no Market), 20no 3 beds (6no Affordable and 14no Market) and 7no 4-5 beds (1no Affordable and 6no Market).
- 9.54. The mix proposed is different to this: 6no 1 beds (4no Affordable and 2no Market), i.e. one less 1 bed Affordable; 14no 2 beds (7no Affordable and 7no Market), i.e. one more 2 bed Affordable and two less 2 bed Market; 17no 3 beds (6no Affordable and 11no Market), i.e. three fewer 3 bed Market; and 12no 4-5 beds (none of which are Affordable). At the current time, therefore, the proposal conflicts with Policy BSC4 in not providing an acceptable housing mix.

- 9.55. The changes required to the housing mix for the development are 1no 4 bed Affordable Dwelling, 1no 2 bed Affordable Dwelling to be changed to a 1 bed, and then four of the 4 bed Market Dwellings to be changed to a mix of 2 and 3 beds.
- 9.56. Policy BSC3 requires development within locations such as Sherington to provide 35% affordable housing on site and provides detail on the tenure mix that should be sought. As outlined in the Cherwell First Homes Interim Policy Guidance Note there is now a national requirement for a minimum of 25% of all affordable homes to be provided as First Homes (a new discounted market sale product). As such the tenure mix for affordable homes is
- 25% First Homes
  - 70% Social/affordable rent
  - 5% Intermediate housing such as shared ownership.
- 9.57. The Planning Statement accompanying the application sets out that the development would deliver 35% affordable housing. However, the proposal includes 17no affordable dwellings, which is less than 35%. 18no affordable dwellings would be required in order to achieve 35%. The proposal therefore conflicts with Policy BSC3. The tenure mix of these would be secured in accordance with the policy and guidance outlined above and the standards outlined in the Developer Contributions SPD. This will be secured as a benefit of the scheme through S106 agreement.

### Heritage Impact

#### *Legislative and policy context*

- 9.58. The site is largely outside of, but lies adjacent to, the Sherington Conservation Area. The exception is that the site entrance would be partially within the conservation area. The proposed development may also affect the setting of Grade II listed buildings including Top Farm House and Longworth.
- 9.59. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that in carrying out its functions as the Local Planning Authority in respect of development in a conservation area: *special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*
- 9.60. Likewise, Section 66 of the same Act states that: *In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.* Therefore, significant weight must be given to these matters in the assessment of this planning application.
- 9.61. Conservation Areas and Listed Buildings are designated heritage assets, and Paragraph 193 of the NPPF states that: *when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.* Policy ESD15 of the CLP 2015 echoes this guidance.

#### *Assessment*

- 9.62. The application has been accompanied by a Historic Environment desk-based assessment. The Council's Conservation Officer (CO) has considered this and assessed the proposals. The CO advises that the proposals would not result in

harm to the listed buildings in the vicinity through development within their setting, and that the main consideration from a heritage perspective is how the proposal would affect the conservation area.

- 9.63. To the north of the site Stocking Lane which was formerly known as Stockin Lane (indicating its former agricultural links) leads out to the former meadow. To the south Rattlecombe Road leads towards Rough Hill with former arable fields on either side. There is later development along both roads leading into/out of the conservation area, but the application site is a remaining part of the open land that would have historically surrounded the village. Inevitably, therefore, the proposed development would alter the setting of the conservation area. Consideration must be given to whether this development would be harmful to the significance of the conservation area and if so, can this harm be weighed against the public benefit of the proposals.
- 9.64. The CO agrees with the Landscape Officer that the development would not be greatly visible within the wider landscape, and therefore advises that the setting of the conservation area in the wider context would not be negatively affected. More locally the development would alter the approach into the conservation area along Stocking Lane and Rattlecombe Road, the latter being one of the main routes into the village. The CO advises that the significant set back of the dwellings from the road, together with the improvement of the existing wall and the retention of existing hedgerows and planting along both roads, the proposed development would *in principle* preserve the character of the conservation area. However, the CO advises that in order for the development to be acceptable in heritage terms the materials palette would need significant amendment and careful treatment of the highway and footpaths that connect the development to the village would be required.
- 9.65. In light of the CO's advice, it is considered that by virtue of its design and materials, the current proposal would fail to preserve the character and appearance of the Conservation Area, and thus fails to accord with Policy ESD15 of the CLP 2015 in this regard, though this harm is capable of being addressed through an appropriate palette of materials, e.g. the use of natural stone for walls, natural slate for roofs, and the omission of render, and e.g. the inclusion of chimneys.
- 9.66. The OCC Archaeology Officer (AO) notes that the site is located in an area of archaeological interest and potential, as has been outlined in an Archaeological Desk Based Assessment produced as part of this application. The site lies 100m southwest of Scheduled Monument 181 which comprises the best-preserved Medieval ridge and furrow in Oxfordshire, c. 250m south west of the remains of Medieval croft boundaries and 400m west of the remains of the Shrunken village of Shenington.
- 9.67. The AO notes that there has been little large-scale archaeological investigation in the hinterland of Shenington, and so there is potential for Medieval remains to survive, which could provide information on the development of the settlement, and that there is potential for the development to disturb remains of previously unknown prehistoric activity in the area.
- 9.68. The AO thus requests the implementation of an archaeological field evaluation prior to the determination of the planning application.
- 9.69. In the absence of said field evaluation, the proposal fails to safeguard archaeological interests and therefore conflicts with Policy ESD15 of the CLP 2015 in this regard, as well as Government guidance in the NPPF.

### Residential amenity

- 9.70. Policy ESD15 advises of the need for new development to consider the amenity of both existing and future development and this reflects the NPPF which requires a good standard of amenity for all existing and future occupants of land and buildings.
- 9.71. The proposed dwellings fronting Stocking Lane would all be a sufficient distance from existing properties thereon so as not to affect their amenity. The separation distance between Plot 18 and Nos. 9 and 10 Stocking Lane is considered sufficient, as would the distance between Plots 4-8 to Nos. 11 and 12 Stocking Lane, and the distance between Plots 1 and 2 to Garters. Provided the east-facing first floor windows in Plot 1 are obscurely glazed the living conditions of The Leys would also be safeguarded. The proposed development would be sited at a sufficient distance from residential neighbours on Rattlecombe Road for none to be significantly or adversely affected.
- 9.72. Within the development the proposal generally allows for sufficient separation distances between dwellings (e.g. the distance between Plot 25 and Plot 36 is c.23 metres. However, the spatial relationship between Plots 9-12 and 15-16 is uncomfortable with mutual overlooking likely, and the occupiers of Plot 18 would be able to overlook the gardens of Plots 15-16. On balance, these impacts are considered by themselves not to warrant refusal of the application. Of more concern is the distance between Plot 20 and Plot 21, which falls short of the 22m required. The impact of each of these dwellings on the other, in particular from the south-facing first floor window in the gable projection of Plot 20, would conflict with Policy ESD15 of the CLP 2015 and weighs significant against the proposal. In addition, Plots 17 and 20 have side-facing first floor windows in these gable projects looking over the gardens of Plot 18 and 19 respectively. The same is true of Plot 27 towards Plot 28. If these side-facing windows is removed the issue is capable of being addressed but as currently proposed these impacts would be demonstrably harmful and conflicts with Policy ESD15 of the CLP 2015.
- 9.73. Finally, in the case of the relationship between Plot 23 and Plot 38 the impact can be satisfactorily addressed through the obscure glazing of the first floor south-facing window in Plot 23.

### Transport

- 9.74. Oxfordshire County Council as the local highway authority ('LHA') objects to the proposed development but on sustainability grounds (with which CDC officers agree) but not on grounds of highway safety.
- 9.75. The LHA comments that the vehicular access to the site would be from Rattlecombe Road, and that the proposed visibility splays comply with highways standards. The LHA requests the provision of a footpath from the access to connect to the school in the village. However, this would adversely impact on the grass verges on Rattlecombe Road and Stocking Lane, which contribute positively to the character and appearance of the conservation area and the setting of the listed buildings mentioned earlier in this report, and so would not be sought by planning officers. It is noted that the LHA does not object to the application on the grounds of non-provision of the footpath and it is therefore considered that its non-provision would not amount to a refusal reason.
- 9.76. The LHA advises that the existing road network surrounding the site is very narrow and devoid of footways to accommodate the anticipated uplift of pedestrian, cycle



and vehicle trip impacts on the highway generated by the proposal. The LHA advises that due to the nature of the historic street network with poor junction and forward visibility, and in the absence the footways along the road network adjacent to the development site, pedestrians and cyclists would have to compete on the existing narrow roads with vehicle traffic to the Shenington village and beyond, thus exacerbating the potential for road accidents for the residents. Again, however, the LHA does not object on these grounds.

9.77. The LHA advises that the footpath on Stocking Lane opposite the proposal's Stocking Lane access for pedestrian and cyclist is substandard for pedestrian and cyclists. The LHA welcomes the applicant's intention to provide a crossing for residents at that location.

9.78. In terms of traffic impact the LHA advises that the applicant has, "*failed to provide any details on baseline traffic data on the road network within proximity of the development site nor any School related parking stress information on Stocking Lane and in relation to impacts on active travel associated with the proposal in the submitted TA.*"

9.79. The LHA also comments that a swept path analysis will be required for a 11.6 metres-length refuse vehicle passing an on-coming or parked family car throughout the layout, and advises that the carriageway would require widening on the bends to enable this manoeuvre. The LHA also advises that, where there is not a footway adjacent to the carriageway, a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required. Such works would adversely impact on the character and appearance of the Conservation Area.

9.80. The LHA advises that no visibility splays are indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary. A Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) would be required where necessary in advance of planning permission being granted as the findings may result in the red line boundary having to change due to needed road safety remedial measures.

9.81. The OCC Public Rights of Way Officer advises that the proposal would place greater pressure on the public rights of way network outside of the site and that a s106 contribution of £15,000 is requested, to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3km from the site, predominantly to the west, south and east of the site. Primarily this would be for the improvement of the surfaces of all routes taking account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing, and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers. New short links between existing rights of way would also be included.

#### Noise, Contamination and Air Quality

9.82. The NPPF advises that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution or air pollution. Saved Policy

ENV1 seeks to ensure development is appropriate in terms of contamination and does not give rise to unacceptable levels of pollution

- 9.83. The application is accompanied by an Air Quality Assessment which outlines that the proposal would not lead to an unacceptable impact on air quality in the area. This has been considered by the Council's Environmental Protection Officer ('EPO') who raises no objection to the scheme on this basis.
- 9.84. A Noise Assessment also accompanies the application and assesses the noise environment of the site. The Council's EPO has reviewed this and is satisfied that acceptable internal and external noise environments can be achieved on the site subject to detailed mitigation which can be secured by condition.
- 9.85. In relation to contaminated land the submitted Phase 1 Geo-environmental Desk Study concludes that an intrusive investigation would be required to be undertaken along with any subsequent remediation scheme. This can be secured through condition.
- 9.86. Based on the comments of the Council's Environmental Protection team, the proposal is considered to be acceptable with regards to noise, air quality and contaminated land.

#### Ecology Impact

##### *Legislative context*

- 9.87. The Conservation of Habitats and Species Regulations 2017 provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. Under the Regulations, competent authorities have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive and Wild Birds Directive. The Regulations make it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in Schedule 2, or pick, collect, cut, uproot, destroy, or trade in the plants listed in Schedule 4. However, these actions can be made lawful through the granting of licenses by the appropriate authorities by meeting the requirements of the 3 strict legal derogation tests:
- (1) Is the development needed to preserve public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment?
  - (2) That there is no satisfactory alternative.
  - (3) That the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

##### *Policy Context*

- 9.88. The NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; and d) minimising impacts on and providing net gains for biodiversity. It goes on to state that when determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

9.89. The NPPF states that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst others) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

9.90. Policy ESD10 of the CLP 2015 lists measures to ensure the protection and enhancement of biodiversity and the natural environment, including a requirement for relevant habitat and species surveys and associated reports to accompany planning applications which may affect a site, habitat or species of known ecological value.

9.91. The Planning Practice Guidance dated 2014 post-dates the previous Government Circular on Biodiversity and Geological Conservation (ODPM Circular 06/2005), although this remains extant. The PPG states that ecological assessments should be proportionate to the nature and scale of development proposed and the likely impact on biodiversity.

#### *Assessment*

9.92. The application is supported by an Ecological Assessment (EA), which the Council's Ecologist (CE) has assessed. The site is not located in any statutory or non-statutory designated site, is dominated by species poor semi-improved grassland and bordered by several species-poor hedgerows, one of which contains several mature trees. No features suitable for roosting bats were noted on site, and the trees were considered to have negligible suitability for roosting bats. The applicant's EA states that loss of the grassland would represent a minor reduction in foraging habitat for bats, but the trees and hedgerows would all be retained with additional tree and hedgerow planting proposed. The EA states that a sensitive lighting design would be needed, to minimise lighting spill onto potential wildlife habitats, amongst other mitigation measures.

9.93. The CE notes that the application is not accompanied by a Biodiversity Impact Assessment or demonstration as to how the development would achieve a net gain for biodiversity. Such an impact assessment is required by CDC for developments of this size, to demonstrate how a net gain for biodiversity would be achieved on site or demonstrate that the applicant has identified a suitable off-site project if this is necessary. This needs to be submitted prior to any decision.

9.94. In addition, we would expect to see a minimum of one bat/bird/insect provision per dwelling to be integrated into the fabric of the buildings. Whilst this along with other landscaping aspects can be required by condition it should be at least outlined as part of the application to ensure such provision can be accommodated in the housing design.

9.95. In the absence of the Biodiversity Impact Assessment and any information with regard to bat/bird provision within the dwellings, it is considered that the proposal

fails to comply with Policy ESD10 of the CLP 2015 and Government guidance in the NPPF and is not sustainable development.

#### Flood Risk and Drainage

- 9.96. A Flood Risk Assessment is submitted with the application in line with the requirements of Policy ESD6 of the Local Plan and the NPPF, given the site extends to over 1ha in area. Policy ESD7 of the CLP 2015 requires the use of Sustainable Urban Drainage Systems to manage surface water. This is all with the aim of managing and reducing flood risk in the District.
- 9.97. The site is located in Flood Zone 1 in relation to river flooding (the lowest risk of flooding) on the Environment Agency Flood Risk Maps where residential development is considered to be appropriate. The Environment Agency Surface Water Flood Risk Maps indicate that the site is not at risk of surface water flooding.
- 9.98. The Flood Risk Assessment includes an outline drainage strategy, which comprises the use of soakaway techniques, permeable paving, and a private drainage system that would then discharge into the adoptable drainage system within the highway. A large infiltration basin is proposed to the front (eastern end) of the site. The submitted FRA states at para 6.2 that, "Surface water flows from external areas are proposed to be collected via traditional methods including gully's drainage channels and slot drains. The infiltration basin has been adequately sized to accommodate the 100 yr + 40% CC flows based on infiltration rates gathered from site specific intrusive testing by Discovery CE." The FRA does not include a foul sewerage strategy, other than to say that the foul for the development would "connect to the nearest foul public sewer" the location of which is not yet known.
- 9.99. OCC as Lead Local Flood Authority (LLFA) objects to the application on the grounds of lack of information, including (1) clarification as to whether 10% urban creep has been allowed for in the surface water catchment plan and in the calculations; (2) the lack of a detailed drainage strategy drawing for what is a full planning application; (3) detailed calculations to demonstrate that the proposed drainage strategy would be sufficient; and the absence in the submission of (4) a surface water flood exceedance plan, and (5) a detailed surface water maintenance schedule.
- 9.100. Officers have no reason to disagree with the LLFA's advice, and it is therefore concluded that insufficient information has been provided with the application to demonstrate that the proposal would manage surface water run-off effectively and avoid increased flood risk elsewhere. The development is therefore considered to be contrary to policies ESD 6 and ESD 7 in this regard as well as Government guidance in the NPPF.

#### Sustainability and Energy Efficiency

- 9.101. Policy ESD1 of the CLP 2015 states that measures should be taken to mitigate the impact of development within the District on climate change, and Policy ESD2 of the CLP 2015 seeks to achieve carbon emission reductions. Policy ESD3 encourages sustainable construction methods. The reference to allowable solutions in Policy ESD2 and 'zero carbon' are no longer being pursued by the government so are no longer relevant. However, the water usage requirements of ESD3 are still required to be met and can be controlled by condition. In regard to energy efficiency the Council now seeks to secure in excess of that required under the 2013 Building Regulations. Details of how the buildings will achieve this can be secured through condition.

9.102. The site is within an off-gas area where policies ESD 4 and ESD 5 would apply. The policies require feasibility studies to be submitted for the use of decentralised energy systems and renewable energy, and the Council's response to the applicant's pre-application enquiry drew attention to this requirement. Unfortunately, a feasibility assessment appears not to have been submitted and the application is silent on this matter. This omission weighs against the proposals.

#### Impact on Local Infrastructure

##### *Policy Context*

9.103. Policy INF1 of the CLP 2015 states that: *“Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.”*

9.104. Policy BSC11 of the CLP 2015 states that: *“Development proposals will be required to contribute to the provision of open space, sport and recreation, together with secure arrangements for its management and maintenance. The amount, type and form of open space will be determined having regard to the nature and size of development proposed and the community needs generated by it. Provision should usually be made on site in accordance with the minimum standards of provision set out in ‘Local Standards of Provision – Outdoor Recreation’. Where this is not possible or appropriate, a financial contribution towards suitable new provision or enhancement of existing facilities off site will be sought, secured through a legal agreement.”* Policy BSD12 requires new development to contribute to indoor sport, recreation and community facilities.

9.105. The Developer Contributions Supplementary Planning Document (SPD) sets out the position in respect of requiring financial and onsite contributions towards ensuring the necessary infrastructure or service requirements are provided to meet the needs of development, and to ensure the additional pressure placed on existing services and infrastructure is mitigated. This is the starting point for negotiations in respect of completing S106 Agreements.

##### *Assessment*

9.106. Where on and off-site infrastructure/measures need to be secured through a planning obligation (i.e. legal agreement) they must meet statutory tests set out in regulation 122 of the Community Infrastructure Ley (CIL) Regulations 2010 (as amended). These tests are that each obligation must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development;
- Fairly and reasonably related in scale and kind to the development.

9.107. Where planning obligations do not meet the above statutory tests, they cannot be taken into account in reaching a decision. In short, these tests exist to ensure that local planning authorities do not seek disproportionate and/or unjustified infrastructure or financial contributions as part of deciding to grant planning permission. Officers have had regard to the statutory tests of planning obligations in considering the application and Members must also have regard to them to ensure that any decision reached is lawful.

9.108. Having regard to the above, in the event that Members were to resolve to grant planning permission, the following items would in officers' view need to be secured via a legal agreement with both Cherwell District Council and Oxfordshire County Council in order to secure an appropriate quality of development as well as adequately mitigate its adverse impacts:

Cherwell District Council (all contributions will be index linked)

- Provision of and commuted sum for maintenance of open space (including informal open space, mature trees, hedgerows, woodland, SUDS etc) or details of long term management provisions in accordance with the Policy BSC11 of the CLP
- Provision of a Local Area of Play and commuted sum for maintenance or details of other management provisions
- Off-site outdoor sports facilities capital provision – £98,834.47 – Towards enhancement of outdoor sporting provision in the locality - Based on £2017.03 per dwelling.
- Off-site indoor sports facilities – Towards either enhancement of indoor sports provision at Shenington Village Hall or alternative such provision in the locality - £40,912.39
- Community hall facilities – £65,904.40 – To be spent on improvements/enhancements/redevelopment of Shenington Village Hall or other community building in the locality.
- £106 per dwelling for bins
- Affordable housing provision – 35% (18 units)
- CDC monitoring fee

Oxfordshire County Council (all contributions will be index linked)

- Public transport contribution of £TBC per dwelling to maintain the operation of the bus service serving Shenington.
- Public transport infrastructure contribution of £TBC towards the provision of new bus shelters in the local area.
- Public Rights of Way of £15,000 toward improvements to PROW in the vicinity of the site.
- Obligation to enter into a S278 agreement to secure Highway Works and Traffic Regulation Order (if not dealt with under S278/S38 agreement)
- Travel Plan Monitoring – £TBC
- £311,904 towards secondary education capacity.
- £4,604 contribution towards expansion and efficiency of Household Waste Recycling Centres as existing facilities at capacity and to provide additional capacity.
- Monitoring Fee

Other

- OCCG group have been consulted and stated that there are significant capacity issues serving the area. They have stated there are insufficient consulting rooms to cope with increased population. They therefore request a contribution to support capital projects associated with either local plans for surgery alterations or support patient services at £360 per person, which based on the housing mix proposed in this application would amount to a contribution of £45,360.

### *Conclusion*

9.111 Subject to the above the proposal is considered to be acceptable with regards to its impact on local infrastructure and would mitigate acceptably mitigate the impact arising from the development.

## **10. PLANNING BALANCE AND CONCLUSION**

10.1 Planning law requires that development proposals be determined in accordance with the Development Plan unless material considerations indicate otherwise.

10.2 In this instance, the proposal would conflict with the Council's housing strategy as set out in the Development Plan. Sherington is a Category C village, at which only infilling and conversion is permissible, the current proposal being neither of those. Given the Council's housing land supply position (3.5 years), this policy conflict is to be afforded less weight and the presumption in favour of sustainable development applies. However, the site is not in a sustainable location and the proposals therefore conflict with the aims and objectives of the NPPF, as well as Policy ESD1 of the CLP 2015, and the proposed development would be a scale and nature which would not encourage sustainable forms of growth which reduces the need to travel.

10.3 The proposal would have an urbanising impact on the site and its surroundings, and would result in a particularly large increase to the size of the settlement and in this way would be out of keeping with the form and pattern of development, to the detriment of the character of the settlement. In addition, by reason of its form, design and materials, as well as the layout especially with regard to parking typologies, the proposal would adversely affect the visual amenity of the local area and would fail to preserve the character and appearance of the Conservation Area.

10.4 The proposal would not provide an appropriate mix of homes in the interests of meeting housing need and creating socially mixed and inclusive communities, and would not provide an appropriate mix of affordable housing.

10.5 For the reasons set out in this report, the proposal would fail to safeguard the living conditions of future occupiers of the development, and insufficient information has been provided to demonstrate that the proposed development would provide for biodiversity net gain, avoid harm to archaeological interests, manage surface water run-off effectively and avoid increased flood risk elsewhere.

10.6 Turning to other material considerations the Council is not presently able to demonstrate a 5 year land supply and there is therefore a clear and pressing need for new housing to be delivered in the district. In this case paragraph 11(d)(ii) of the NPPF (the 'tilted balance') is engaged, which favours granting planning permission unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.

10.7 The provision of 49 dwellings would align with the NPPF objective to significantly boost the supply of new housing and in the context of the Council not being able to demonstrate a 5 year land supply is given significant weight in favour of the proposal. The proposal would also provide 17 affordable homes, which is a matter that carries very significant weight in favour of the proposal, though this is tempered by the unsustainable location of the site. There would also be some economic benefits associated with the development including the jobs through construction and the likely increased spending in local services and facilities stemming from an increase population which carry some weight in favour of the proposal.

10.8 Overall, however, it is considered that the harm identified significantly and demonstrably outweighs the benefits of the proposal, and it is therefore recommended that planning permission be refused.

## 11. RECOMMENDATION

- (A) THAT PLANNING PERMISSION IS REFUSED FOR THE FOLLOWING REASONS SET OUT BELOW; AND
- (B) THAT POWERS BE DELEGATED TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT, HAVING REGARD TO THE HEADS OF TERMS SET OUT WITHIN APPENDIX 1 BELOW (AND ANY ALTERATIONS CONSIDERED NECESSARY), TO NEGOTIATE AND COMPLETE AN AGREEMENT CONTAINING OBLIGATIONS PURSUANT TO S106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) RELATING TO ANY PLANNING APPEAL SUBMITTED AGAINST THE DECISION ISSUED UNDER 22/00489/F.

### REASONS FOR REFUSAL

1. Notwithstanding the Council's present housing land supply position, the proposed development of 49 homes at a Category C village would result in an environmentally unsustainable form of development lacking suitable access to public services and facilities, transport options and employment. The proposal is therefore contrary to Policies BSC1, ESD1 and Villages 1 of the Cherwell Local Plan 2011 – 2031 Part 1, as well as the Council's declared climate emergency and would not accord with Government guidance contained within the National Planning Policy Framework including the requirement to actively manage patterns of growth to make the fullest use of public transport, walking and cycling. This identified harm significantly and demonstrably outweighs the proposal's benefits.
2. By reason of its scale, design and materials, the proposal would adversely affect the visual amenity of the local area and fail to preserve the character and appearance of the Conservation Area through change to its setting. Particular elements which result in this harm include the front projecting gables, half dormers, split materials, the proposed palette of materials, excessive plan depths on some house types, shallow roof pitches on some house types, close boarded fences visible from the public realm, use of fascias and bargeboards, lack of chimneys, and parking located to the fronts of dwellings. The proposal is therefore contrary to Policy ESD15 of the Cherwell Local Plan 2011-2031, saved Policy C28 of the Cherwell Local Plan 1996, the Cherwell Residential Design Guide, National Design Guide, and Government guidance in the National Planning Policy Framework.
3. The proposal would not provide an appropriate mix of homes in the interests of meeting housing need and creating socially mixed and inclusive communities and would not provide an appropriate mix or the necessary quantum of affordable housing. This harm significantly and demonstrably outweighs the proposal's benefits. The proposal is therefore contrary to Policies BSC3 and BSC4 of the Cherwell Local Plan 2011-2031 and Government guidance in the National Planning Policy Framework.
4. By reason of the distance between Plot 20 and Plot 21, the spatial relationship between Plots 17 and 18, and between Plots 19 and 20, and Plots 27 and 28, and the side facing first floor windows placed in Plots 17, 20 and 27, the proposal would fail to safeguard the living conditions of the future occupiers of the proposed development and the proposal is therefore contrary to Policy ESD15 of the Cherwell Local Plan 2011-2031, saved Policy C30 of the Cherwell Local Plan 1996, the



Cherwell Residential Design Guide and Government guidance in the National Planning Policy Framework.

5. The site is located in an area of archaeological interest and potential, lying 100 metres southwest of Scheduled Monument 181 which comprises the best-preserved Medieval ridge and furrow in Oxfordshire, c. 250m south west of the remains of Medieval croft boundaries and 400m west of the remains of the Shrunken village of Shenington. There is potential for Medieval remains to survive, and potential for the proposed development to disturb remains of previously unknown prehistoric activity in the area. In the absence of a field evaluation of the site it has not been demonstrated that the proposed development would adversely affect archaeological interests and the proposal therefore conflicts with Policy ESD 15 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance within the National Planning Policy Framework.
6. The applicant has failed to demonstrate that the proposed development would deliver biodiversity net gain and has provided insufficient information with regard to bat/bird provision within the dwellings. The proposal therefore fails to comply with Policy ESD10 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance within the National Planning Policy Framework and is not sustainable development
7. The applicant has failed to demonstrate that the proposal would manage surface water run-off effectively and avoid increased flood risk elsewhere, and therefore that an appropriate sustainable drainage strategy for the site utilising sustainable drainage systems (SuDS) can be delivered; and the application has not been accompanied by a foul sewerage strategy. The proposed development is therefore contrary to policies ESD 6 and ESD 7 of the Cherwell Local Plan 2011 – 2031 and Government guidance within the National Planning Policy Framework.
8. In the absence of the completion of a satisfactory Planning Obligation, it cannot be demonstrated that the necessary infrastructure directly required both on and off site as a result of the development can be provided in the interests of safeguarding public infrastructure, delivering mixed and balanced communities through the provision of affordable housing and securing on site future maintenance arrangements. The development is therefore contrary to policies INF1, BSC3, BSC4, BSC9, BSC10, BSC11 and BSC12 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance within the National Planning Policy Framework.

**APPENDIX 1- Heads of Terms for Section 106 Agreement/undertaking**

Planning obligation		Regulation 122 Assessment	
Detail	Amounts (all to be Index linked)	Trigger points	
Provision of and commuted sum for maintenance of open space (including informal open space, mature trees, hedgerows, new woodland, SUDS, landscape and ecology management plan etc) or details of long-term management provisions in accordance with the Policy BSC11 of the CLP	Provision on site. Commuted sum: <b>£12.65</b> per square metre of Informal Open Space <b>£26.60</b> per linear metre of Hedgerow <b>£280.04</b> per Mature Tree <b>£35.02</b> per square metre of New Woodland <b>£66.05</b> per square metre of the area of balancing ponds comprised in the SUDS; <b>£120.32</b> per linear metre of ditches, watercourses swales and similar features District Council's costs of monitoring the open space land and facilities transferred to the Management Company <b>£15,000</b>	No more than SEVENTY PER CENT (70%) of the Dwellings shall be Occupied until the Practical Completion Certificate has been issued	<p><b>Necessary</b> – To meet the demands generated from the proposal and to ensure long term maintenance in accordance with Policy BSC10 and BSC11 of the CLP 2015 and advice in the Developer Contributions SPD (2018).</p> <p><b>Directly related</b> – For the use of future occupiers of the development.</p> <p><b>Fairly and reasonably related in scale and kind</b> – In accordance with the policy and guidance provisions adopted by the Council.</p>

Provision of a Local Area of Play and commuted sum for maintenance or other management provisions	Provision on site. Commuted sum <b>£41,733.82</b>	No more than SEVENTY PER CENT (70%) of the Dwellings shall be Occupied until the Practical Completion Certificate has been issued	<b>Necessary</b> – To meet the demands generated from the proposal and to ensure long term maintenance in accordance with Policy BSC10 and BSC11 of the CLP 2015 and advice in the Developer Contributions SPD (2018)  <b>Directly related</b> – For the use of future occupiers of the development  <b>Fairly and reasonably related in scale and kind</b> – In accordance with the policy and guidance provisions adopted by the Council
Off-site outdoor sports facilities capital provision –towards the enhancement of outdoor sporting provision in the locality	<b>£98,834.47</b>  Based on £2,017.03 per dwelling	Off-site Indoor Sports Facilities Contribution and the On-site Outdoor Sports Facilities Contribution	<b>Necessary</b> – The proposed development will lead to an increase in demand and pressure on existing services and facilities in the locality as a direct result of population growth associated with the development in accordance with Policy BSC12, INF1 and advice in the Developer Contribution SPD
Off-site indoor sports facilities – Towards either enhancement of indoor sports provision at Shenington Village Hall or alternative such provision in the locality	<b>£40,912.39</b>  <b>£335.32</b> x figure derived from the Occupancy Rate of each Dwelling in the Composition of the Development outlined in table in Appendix of S106	in the following instalments:- 50% prior to the first Occupation of any Dwelling; remainder prior to the first Occupation of 50% of the Dwellings	<b>Directly related</b> – The future occupiers will place additional demand on existing facilities.  <b>Fairly and reasonably related in scale and kind</b> – Calculations will be based on the Developer Contributions SPD calculation based on the final mix of housing and number of occupants.
Community hall facilities – To be spent on improvements/enhancements/redevelopment of Shenington Village Hall or other community building in the locality.	<b>£65,904.40</b>  <b>£2,920</b> x 0.185 (0.185m2 community space per resident) the resultant figure	Community Hall - Prior to the First Occupation of any Dwelling on the Site	

	multiplied by the figure derived from Occupancy Rate of each Dwelling in the Composition of the Development outlined in table in Appendix of S106		
Contributions to bins	£106 per dwelling	50% of the Refuse Contribution to the District Council prior to Commencement  Remainder prior to the first Occupation of 50%	<b>Necessary</b> – The dwellings will require adequate waste receptacles for future occupants and in accordance with the advice in the Developer Contribution SPD  <b>Directly related</b> – The need for these comes from the increase in the number of dwellings  <b>Fairly and reasonably related in scale and kind</b> – Costs in accordance with the advice in the Developer Contribution SPD
Affordable housing provision on site	No less than 35%. Housing mix – at least 70% (seventy per cent) of which shall be provided as Affordable Rented Housing or Social Rented Housing and the remainder as Intermediate Housing or such alternative mix of tenure as at any time may be approved by the District Council	Not Occupy or cause or permit the Occupation of more than fifty per cent (50%) of the Market Dwellings until each area comprising the Affordable Housing Site has been offered to a Registered Provider	<b>Necessary</b> – as would provide housing for those who are not able to rent or buy on the open market pursuant Policy BSC3 of the Cherwell Local Plan  <b>Directly related</b> – The affordable housing would be provided on-site in conjunction with open market housing  <b>Fairly and reasonably related in scale and kind</b> – Based on the Cherwell Local Plan requirement for percentage of affordable housing.

Bus Service contribution	£1,051 x 49 (tbc)	No dwelling to be Occupied until payment to OCC	<p><b>Necessary</b> to ensure sustainable mode of transport and encourage and integrated into the development and made attractive to future users to reduce car dependency.</p> <p><b>Directly related</b> as these will benefit the future occupants of the site and encourage use of sustainable transport options in the locality.</p> <p><b>Fairly and reasonably related in scale and kind.</b> The contributions are in scale with the development and would be directly benefiting residents of the future development.</p>
Public transport infrastructure contribution, towards the provision of new bus shelters in the locality	£TBC	No dwelling to be Occupied until payment to OCC	<p><b>Necessary</b> to ensure sustainable mode of transport and encourage and integrated into the development and made attractive to future users to reduce car dependency.</p> <p><b>Directly related</b> as these will benefit the future occupants of the site and encourage use of sustainable transport options in the locality.</p> <p><b>Fairly and reasonably related in scale and kind.</b> The contributions are in scale with the development and would be directly benefiting residents of the future development.</p>
Public Rights of Way, towards improvements to PROW in the vicinity of the site	£15,000	No dwelling to be Occupied until payment to OCC	<p><b>Necessary</b> to ensure sustainable mode of transport and encourage and integrated into the development and made attractive to future users to reduce car dependency.</p> <p><b>Directly related</b> as these will benefit the future</p>

			<p>occupants of the site and encourage use of sustainable transport options in the locality.</p> <p><b>Fairly and reasonably related in scale and kind.</b> The contributions are in scale with the development and would be directly benefiting residents of the future development.</p>
Obligation to enter into a S278 agreement to secure Highway Works and Traffic Regulation Order (if not dealt with under S278/S38 agreement)			
Education contribution – towards Secondary education capacity	£311,904	TBC	<p><b>Necessary</b> – The proposed development will lead to an increase in demand and pressure on existing services and facilities in the locality as a direct result of population growth associated with the development in accordance with Policy BSC12, INF1 and advice in the Developer Contribution SPD</p> <p><b>Directly related</b> – The future occupiers will place additional demand on existing facilities.</p> <p><b>Fairly and reasonably related in scale and kind</b> – Calculations will be based on the Developer Contributions SPD calculation based on the final mix of housing and number of occupants.</p>
Waste management – towards expansion and efficiency of Household Waste Recycling Centres as existing facilities at capacity and to provide additional capacity.	£4,604 Indexed from Index Value 327	TBC	

	using BCIS All-in Tender Price Index, and based on a cost per dwelling of £93.96		
Health care – support capital projects associated with either local plans for surgery alterations or support patient services	£45,360, on the housing mix proposed and on the basis of £360 per person	TBC	<p><b>Necessary</b> – The proposed development will lead to an increase in demand and pressure on existing services and facilities in the locality as a direct result of population growth associated with the development in accordance with Policy BSC12, INF1 and advice in the Developer Contribution SPD</p> <p><b>Directly related</b> – The future occupiers will place additional demand on existing facilities.</p> <p><b>Fairly and reasonably related in scale and kind</b> – Calculations will be based on the Developer Contributions SPD calculation based on the final mix of housing and number of occupants.</p>
Biodiversity offset contribution to mitigated for impacts upon species of wildlife	TBC	TBC	
Travel Plan Monitoring fee	OCC: TBC	On completion of the S106	
CDC and OCC Monitoring fee	CDC: £5,500 OCC: TBC	On completion of the S106	The CDC charge is based upon its recently agreed Fees and Charges A registration charge of £500 is also applicable. OCC to advise on their monitoring costs

# Agenda Item 11

## Cherwell District Council

### Planning Committee

8 September 2022

### Appeal Progress Report

### Report of Assistant Director - Planning and Development

This report is public

#### Purpose of report

To keep Members informed about planning appeal progress including decisions received and the scheduling of public inquiries and hearings for new and current appeals.

#### 1.0 Recommendations

To note the position on planning appeals contained within the report.

#### 2.0 Introduction

This report provides a monthly update regarding planning appeals, including new appeals, status reports on those in progress, and determined appeals.

#### 3.0 Report Details

##### 3.1 New Appeals

##### a) 21/03445/F – 41 Fernhill Road, Begbroke, OX5 1RR

###### Extension and subdivision into two houses

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 10.08.2022  
Statement due: 14.09.2022  
Appeal reference: 22/00038/REF

##### b) 21/04112/OUT – OS Parcel 2778 Grange Farm North West of Station Cottage, Station Road, Launton

**Outline application for the erection of up to 65 dwellings, including up to 8 live-work dwellings (use class sui generis), public open space, access, infrastructure and demolition of existing buildings (all matters reserved except principle means of access from Station Road)**

Officer recommendation: Approval (Committee)  
Method of determination: Hearing  
Hearing date: 11<sup>th</sup> October 2022 Start Time: 10:00  
Hearing Venue: Council Chamber, Bodicote House TBC  
Start Date: 11.08.2022



### 3.2 New Enforcement Appeals

None

### 3.3 Appeals in Progress

**a) 20/01122/F - OS Parcel 9635 North East of HMP Bullington Prison, Widnell Lane, Piddington**

Material Change of Use of land to use as a residential caravan site for 12no. gypsy/ traveller families, each with two caravans, including improvement of access, laying of hardstanding and installation of package sewage treatment plant.

Officer recommendation: Refused (Committee)  
Method of determination: Hearing  
Hearing Date: Tuesday 22<sup>nd</sup> November 2022  
Hearing Venue: River Cherwell Meeting Room, Bodicote House  
Start Date: 08.10.2021  
Statement Due: 26.11.2021  
Appeal reference: 21/00033/REF

**b) 20/02192/LB - Manor Farm, Station Road, Hook Norton, OX15 5LS**

Repairs, alterations and extension to dwellinghouse. Alterations to agricultural buildings to facilitate their conversion to ancillary residential use and erection of new buildings to be used ancillary to the dwellinghouse. Associated landscaping.

Officer Recommendation: Refused (Delegated)  
Method of determination: Hearing – 18<sup>th</sup>/19<sup>th</sup> May 2022  
Start Date: 30.11.2021  
Statement due: 19.02.2022  
Appeal reference: 21/00037/REF

**c) 20/02193/F – Manor Farm, Station Road, Hook Norton, OX15 5LS**

Repairs, alterations and extension to dwellinghouse. Alterations to agricultural buildings to facilitate their conversion to ancillary residential use and erection of new buildings to be used ancillary to the dwellinghouse. Associated landscaping.

Officer Recommendation: Refused (Delegated)  
Method of determination: Hearing – 18<sup>th</sup>/19<sup>th</sup> May 2022  
Start Date: 30.11.2021  
Statement due: 19.02.2022  
Appeal reference: 21/00036/REF

**d) 21/01818/F – Pakefield House, St Johns Street, Bicester, OX26 6SL**

Redevelopment of the site to form 38 no. Retirement apartments including communal facilities, access, car parking and landscaping

The appeal is a non-determination appeal however the application was heard at Planning Committee on 13<sup>th</sup> January 2022.

Officer recommendation: Refusal (Committee)  
Method of determination: Virtual Hearing  
Hearing date: 6<sup>th</sup> September 2022 Start Time: 09:30  
Start Date: 21.04.2022  
Statement Due: 26.05.2022  
Appeal reference: 22/00021/REF

**e) 21/02007/F – 15 Heath Close, Milcombe, OX15 4RZ**

To complete driveway by replacing breeze block section with block paving to match. Also to complete the dropped kerb to fall in line with the full width of the house. To install either two or three lower trims and one angled trim. (resubmission of 21/01238/F)

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 15.03.2022  
Statement Due: 19.04.2022  
Appeal reference: 22/00016/REF

**f) 21/02346/F – 1 Cranesbill Drive, Bicester, OX26 3WG**

Loft conversion with rooflights to front roof slope and dormer extension to rear roof slope.

Officer Recommendation: Refused (Delegated)  
Method of determination: Householder (Fast Track)  
Start Date: 21.02.2022  
Statement due: N/A  
Appeal reference: 22/00014/REF

**g) 21/02804/F – 19 Hastings Road, Banbury, OX16 0SE**

Erection of dwelling

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 14.06.2022  
Statement due: 19.07.2022  
Appeal reference: 22/00032/REF

**h) 21/02986/F – 2 The Orchard, Horton Cum Studley, OX33 1BW**

Two storey rear/side extension and associated internal alterations

Officer recommendation: Refused (Delegated)  
Method of determination: Householder (Fast Track)  
Start Date: 20.04.2022  
Statement Due: N/A  
Appeal reference: 22/00020/REF

**i) 21/03057/F – 3 Denbigh Close, Banbury, OX16 0BQ**

Change of use from HMO (Class C4) to 7 Bedroom HMO (Sui-Generis)

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 17.05.2022

Statement Due: 21.06.2022  
Appeal reference: 22/00025/REF

**j) 21/03190/F - Land North of Camp Road, East of Holly Trees and 1 Jalna Lodge, Camp Road, Upper Heyford**

Erection of dwelling, detached garage, widening of vehicular access and all associated works

Officer recommendation: Non-Determination  
Method of determination: Written Representations  
Start Date: 21.06.2022  
Statement due: 27.07.2022  
Appeal reference: 22/00034/NON

**k) 21/03452/TEL56 – Street Record, Station Road, Kirtlington**

Proposed 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works.

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 21.04.2022  
Statement Due: 26.05.2022  
Appeal reference: 22/00021/REF

**l) 21/03726/F – 123 Oxford Road, Kidlington, OX5 2NP**

Demolition of existing lean-to structure, erect new single storey extension. Convert existing 3-bed chalet-style house into 3 no separate apartments with off-road parking - re-submission of 21/01654/F

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 20.06.2022  
Statement due: 25.07.2022  
Appeal reference: 22/00033/REF

**m) 21/04166/F – The Pheasant Pluckers Inn, Burdrop, OX15 5RQ**

**Permission is sought to re-position and amend the structure of the previously allowed 3-bedroom building**

Officer recommendation: Refused (Delegated)  
Method of determination: Hearing  
Hearing date: 4<sup>th</sup> October 2022 Start Time: 10:00  
Hearing Venue: River Cherwell Meeting Room, Bodicote House  
Start Date: 08.07.2022  
Statement due: 12.08.2022  
Appeal reference: 22/00035/REF

**n) 21/04199/Q56 - Quarry Farm, Oxford Road, Adderbury, OX17 3HH**

Change of Use of agricultural building to dwellinghouse (Use Class C3)

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 19.05.2022  
Statement Due: 23.06.2022  
Appeal reference: 22/00028/REF

**o) 22/00173/CLUP – 15 Arcott Road, Piddington, OX25 1PS**

Certificate of Lawfulness of Proposed Development for the erection of a wooden workshop to be use for dog grooming services.

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Start Date: 05.05.2022  
Statement Due: 16.06.2022  
Appeal reference: 22/00023/REF

**p) 22/00642/F – 2 Dewars Farm Cottages, Ardley Road, Middleton Stoney, OX25 4AE**

**Proposed single & 1.5 storey front extension (re-submission of app. No. 21/01851/F)**

Officer recommendation: Refused (Delegated)  
Method of determination: Householder (Fast Track)  
Start Date: 26.07.2022  
Statement due: N/A  
Appeal reference: 22/00036/REF

**q) 22/00721/F – 2 East Street, Bicester, OX26 2EX**

**Front and rear single storey extensions**

Officer recommendation: Refused (Delegated)  
Method of determination: Householder (Fast Track)  
Start Date: 28.07.2022  
Statement due: N/A  
Appeal reference: 22/00037/REF

### 3.4 Enforcement Appeals in Progress

**a) 20/00115/HH - Thames Valley Police, Headquarters South, 169 Oxford Road, Kidlington, OX5 2NX**

Appeal against the decision by the Council not to issue a remedial notice on a high hedge complaint made by a local resident.

Start date: 31.01.2020

Questionnaire due: 28.02.2022

**b) 17/00334/ENF – 107 Middleton Road, Banbury, OX16 3QS**

Without planning permission, the creation of 7No. Self-Contained units of residential accommodation (6No. Studio Flats and 1No. bedroom flat)

Officer recommendation: Refused (Delegated)

Method of determination: Written Representations

Start Date: 13.05.2022

Statement Due: 24.06.2022

Appeal reference: 22/00024/REF

### 3.5 Forthcoming Public Inquires and Hearings between 8 September 2022 and 6 October 2022

**a) 21/04166/F – The Pheasant Pluckers Inn, Burdrop, OX15 5RQ**

Permission is sought to re-position and amend the structure of the previously allowed 3-bedroom building

Hearing date: Tuesday 4<sup>th</sup> September. Start Time: 10:00

Hearing Venue: River Cherwell Meeting Room, Bodicote House

### 3.6 Appeal Results

Inspectors appointed by the Secretary of State have issued the following decisions:

**a) 21/02909/F – Allowed the appeal by Mr W Skinner against refusal of planning permission for Erection of 1 dwelling (resubmission of 21/02218/F). 37A Hertford Close, Bicester, OX26 4UX**

Officer recommendation: Refused (Delegated)

Method of determination: Written Representations

Appeal reference: 22/00017/REF

The Inspector identified the main issue of the appeal to be whether the lack of dedicated parking provision associated with the proposal would be acceptable or not.

The Inspector noted that the parking survey, supplied by the appellant, demonstrated a good level of on-street car parking capacity within Hertford Close.

The Inspector concluded because of the above, there is no basis to conclude that the proposed development would pose an unacceptable highway safety risk.

The Inspector allowed the appeal.

- b) 21/04299/OUT – Allowed the appeal by Mr and Mrs Bushby against refusal of planning permission for Removal of Condition 11 (no dwelling above one storey height) of 21/02146/OUT - Outline application demolition of workshops, stables and tennis court and erection of three dwellings and conversion of existing building to form a dwelling. Reynards Lodge, North Lane, Weston on the Green, OX25 3RG**

Officer recommendation: Refused (Delegated)

Method of determination: Written Representations

Appeal reference: 22/00027/REF

The Inspector identified the main issue of the appeal to be whether the condition is necessary in order to preserve or enhance the character or appearance of the area, including on the CA and the Grade II listed Westfield Farm Cottage and its setting.

The Inspector found that there would be limited glimpses of Plots 1 and 2 from the public realm through the gaps and spaces between dwellings, but that the site would be largely screened by buildings and trees. The Inspector also found that Westfield Farm Cottage was not particularly prominent from within the site.

On their site visit, the Inspector found that the appeal site is screened from Westfield Farm Cottage by tall trees and fencing with little inter-visibility between the two and that plots 1 and 3 would be located some distance from it, far enough away to accommodate Plot 3 and its garden.

The Inspector advised that given the site's limited visibility and the pattern of building eights locally, a development that does not accord with the restriction imposed by condition 11 could have a neutral effect that would not harm the semi-rural nature of the conservation area.

The Inspector concluded that the disputed condition is not necessary to preserve or enhance the character or appearance of the area, including the CA as a whole and the Grade II listed Westfield Farm Cottage and its setting.

The appeal was allowed, and planning permission granted without the disputed conditions but retains the non-disputed conditions from the previous permission.

- c) 21/00215/ENF – Dismissed the appeal by Threshold Investments Limited against the enforcement notice served on the address of Land Adjacent To 1 Coleridge Close, Bicester, OX26 6XR for Without planning permission, the erection of a timber fence above 1 metre in height and adjacent to a highway**

Method of determination: Written Representations

Appeal reference: 22/00011/ENF

The enforcement notice relates to the unauthorised erection of a timber fence above 1 metre in height and adjacent to a highway.

The notice requires a number of actions to remedy the breach including the removal of the timber fence, restoring the land to its former condition and removing all debris resulting from the compliance actions.

The time period given with which to comply was 1 month.

The appeal was submitted under ground (c) of section 174(2) of the Town and Country Planning Act 1990 as amended. (c) that the matters alleged do not constitute a breach of planning control.

Under ground (c) the Inspector found that the fence to be adjacent to the highway. As the fence exceeds 1 metre in height, the Inspector advised the development is in breach of limitation A.1(a)(ii) to Class A of Part 2 of Schedule 2 to the GPDO and planning permission has not been granted.

The Inspector found a breach of planning control and dismissed the appeal.

**d) 21/04093/F – Dismissed the appeal by Mr C Simms against refusal of retrospective planning permission for Rear extension, porch and dormer in converted roof space (resubmission of 21/02697/F). 5 St Peters Close, South Newington, OX15 4JL**

Officer recommendation: Refused (Delegated)

Method of determination: Householder (Fast Track)

Appeal reference: 22/00018/REF

The Inspector identified the main issues of the appeal to be the effect of the proposed development on a) the character and appearance of the area and b) the living conditions of the occupiers of 6 St Peters Close, with specific regard to the rear extension.

In respect of the first issue, the Inspector found that the proposed gable dormer would be inconsistent to the street scene's roof space and would unbalance the pair of semi-detached prosperities and how they present to the street. The Inspector also found that the finished ridge height of the rear extension is visible from the high to the front.

The Inspector concluded on issue a that the development would be harmful to the character and appearance of the area.

In regard to the second issue, the Inspector found that the rear extension would lead to an unacceptable loss of light to the window in the rear elevation of No. 6 and that the new window at the first-floor level would lead to an unacceptable degree of overlooking into the rear garden of No. 6.

In conclusion, the Inspector found that the development scheme would conflict with the development plan and there are no material considerations worthy of sufficient weight that would indicate a decision other than in accordance therewith.

The Inspector dismissed the appeal.

- e) **21/00500/OUT – Allowed the appeal by Greystoke Land Ltd against refusal of planning permission for Erection of up to 43 new homes, access from Station Road and associated works including attenuation pond. Land North of Railway House, Station Road, Hook Norton.**

Officer Recommendation: Approval (Committee)

Method of determination: Hearing

Appeal reference: 21/00044/REF

The Inspector identified the main issues of the appeal to be on a) Whether the appeal site would be a suitable location for the proposed development, having regard to the development plan and national policy b) The effect of the proposal on the character and appearance of the area including landscape character; and c) Whether the development would make adequate provision for affordable housing and any other necessary infrastructure requirements arising from the development.

In respect to issue one, the Inspector found that the site is currently a field which evidently sits outside the built-up limits of the village, a point that the appellant confirmed at the hearing is not disputed. Therefore, the proposal does not fall to be considered against Policy Villages 1. The Inspector also considered that the site was not isolated in the terms described in the NPPF and the site has a close physical relationship to the built-up limits of Hook Norton.

The Inspector advised that the latest Annual Monitoring report indicated that the completed and under construction new homes in Category A villages falls some way below the 750-home figure stated in Policy Villages 2 of the Local Plan.

The Inspector concluded on the issue that they find the appeal site a suitable location for a new housing development in principle subject to an assessment of the bullet pointed criteria under Policy Villages 2 of the Local Plan.

On the second issue the Inspector saw for himself that the local topography and the well treed wider surroundings meant that the site does not sit within a prominent or highly sensitive part of the landscape. Nevertheless, the Inspector accepted that the site forms part of the countryside which surrounds Hook Norton and provides an attractive rural edge to the settlement.

The Inspector accepted that the scale of the development at up to 43 dwellings had the potential to intensify the presence of residential development to the northern side of Station Road. However, the Inspector also commented that the illustrative plan envisages a layout which would retain the majority of the existing roadside vegetation and provide open space within the appeal site next to the boundary with Station Road. The existing and new planting could be tapered to facilitate visibility splays while also providing a soft landscaped frame to the access point. During his site visit, the Inspector saw a similar approach to landscaping at Ironstone Hollow and the Inspector considered that this was very effective in maintaining a prevailing soft edge to the northern side of Station Road. By emulating this approach, the Inspector considered that it is likely that the development would be sympathetic to the village's gateway location and would minimise the visual impact. Following a walk around the area the Inspector concluded that agreed with the LVIA that the development would continue an established pattern of settlement growth and would form a logical extension of the settlement seen in the context of Ironstone Hollow, The Sidings and The Grange. Notwithstanding this the Inspector accepted that there would



be some moderate harm to the character and appearance of the area and this includes landscape character where such harm would be moderately adverse. In that regard, significant adverse landscape impacts would be avoided in line with the requirements of PV2.

On the third issue, the Inspector concluded that the development would make adequate provision for affordable housing and any other necessary infrastructure requirements arising from the development. In that regard, it would comply with the infrastructure requirements in Policies BSC3 (Affordable) and INF1 (Infrastructure) as outlined in the agreed S106.

The Inspector also consider other points raised during the hearing. In terms of the Hook Norton Neighbourhood plan the Inspector highlighted that the plan is nearly seven years old. With reference to paragraph 14 of the Framework and being mindful that the housing policies of the development plan cannot be considered up-to-date due to the housing land supply position in the area, this limits the weight which the conflict with the above policies of the NP carries.

On the concern raised by the Parish Council relating to the provision of access to the site and highway safety. The Inspector accepted that there is a drop in levels between the field and the boundary with Station Road. Even so, the level changes are not so substantial that the spine road and access point could not be gradually graded from the junction to ensure they successfully respond to visual and highway safety requirements.

The Inspector allowed the appeal.

- f) **21/02884/F – Allowed the appeal by Mr M Wise against the refusal of planning permission for Erection of one new dwelling. Land To The Rear Of 16-18 Twyford Gardens And Adj To Claire House, Twyford Grove, Twyford, OX17 3LD.**

Officer recommendation: Refused (Delegated)  
Method of determination: Written Representations  
Appeal reference: 22/00029/REF

The Inspector identified the main issue of the appeal to be whether the proposal for a single dwelling on the site makes an efficient use of land in accordance with the development plan and the National Planning Policy Framework (the Framework).

The Inspector found that it would be possible to design a scheme for 2 dwellings on the site however the individual plot sizes would be significantly smaller than those surrounding, and the buildings would be closer to the boundaries with adjacent gardens. The Inspector advised this would increase the impact on neighbours, so they do not consider that it would be prudent to develop the site at an increased density.

The Inspector concluded that the proposal would comply with the development plan taken as a whole and that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the scheme

The Inspector allowed the appeal.

**g) 21/04202/F – Allowed the appeal by Churchill Retirement Living against non-determination of the application for planning permission for Redevelopment for 78 retirement living apartments including communal facilities, access, car parking and landscaping.**

Officer recommendation: Non-Determination  
Method of determination: Public Inquiry  
Appeal reference: 22/00019/NON

The appeals were heard by Public Inquiry between 9th and 16th August 2022 and decisions were issued by PINS on 30th August. The appeals were both allowed.

Inspector George Baird noted that the appeals against non-determination were the subject of a Committee report to CDC Planning Committee in May, when Members resolved that had they been in a position to determine the applications then they would have refused the planning application for redevelopment of the former Buzz Bingo site on four grounds, although no concerns were raised in respect to the listed building application for minor remedial works necessary to adjoining Grade II listed Trelawn House in the event that redevelopment took place. The LPAs four suggested reasons for refusal of the planning application were: 1) heritage harm to the setting of the Grade II listed building and the character and appearance of Banbury's town centre Conservation Area; 2) drainage concerns; 3) piecemeal development of a larger allocated site; and 4) absence of an appropriate s106 obligation with OCC to pay for monitoring of Green Travel Plan requirements.

The LPA did not pursue suggested reasons for refusal 2 and 4 at the Inquiry because a) OCC confirmed subsequently that they were satisfied with the drainage proposals for the site; and b) the Appellants provided a signed Unilateral Undertaking to demonstrate that the necessary £1600 Green Travel Plan monitoring obligation would be paid to OCC. During the Inquiry, the LPA also confirmed that it would no longer pursue suggested reason for refusal 3. This was agreed after it was confirmed that the Local Plan Policy Banbury 8: Bolton Road Development Area and the accompanying Banbury Vision & Masterplan SPD allowed for partial phased development of the allocation site and the Council had not identified in its suggested refusal reason any specific harmful impact derived from the exclusion of the neighbouring Tyre Depot from the Appeal site redevelopment proposals. Consequently, the only ground upon which the appeal was considered was heritage impact and whether or not 'less than substantial' heritage impact of 'moderate' harm on the appearance and setting of Grade II listed Trelawn House and the 'lower to moderate' harmful impact on the character and appearance of Banbury's town centre Conservation Area would demonstrably and significantly outweigh the social, economic and environmental benefits associated with providing 78 retirement living apartments on the site.

The Inspector concluded that there would be no substantive harm caused by the development to the Conservation Area by virtue of the existing harmful Buzz Bingo development previously permitted on the appeal site, which would be removed, and by virtue of the unsympathetic development permitted elsewhere on neighbouring sites around the Castle Street/Warwick Road/Southam Road/North Bar Street junction. In his opinion, removal of the Buzz Bingo and attached office buildings in North Bar Street with the proposed redeveloped apartments would represent a positive enhancement to the setting of the

surrounding Conservation Area, not a detrimental one. In respect to Trelawn House, the Inspector accepted that there would be a small harmful impact upon the listed building but that harm would be offset in his opinion by the 'opening-up' of its immediate setting to completely reveal its northern flank elevation and partially reveal in southern flank elevation, which would give greater prominence to its views from North Bar Street and across the signalised road junction.

The Inspector concluded in all other respects that there were significant benefits associated with developing 78 retirement living apartments in an District with no 5-year housing land supply, where the District had a proven need for such accommodation and where the units were to be provided on a sustainable town centre location, which was previously developed land, was positively allocated for redevelopment in the Local Plan and where the proposals would make effective and efficient use of a redundant site. The consequential remedial works to Trelawn House, which the LPA was not opposed to, were considered a further benefit and the Inspector accordingly concluded that the appeals should be allowed and conditional planning permission and listed building consent should be granted.

- h) 21/04179/LB - Allowed the appeal by Churchill Retirement Living against non-determination of the application for listed building consent for Remedial works to the external elevations of Trelawn House following the demolition of the Buzz Bingo building.**

Officer recommendation: Non-determination

Method of determination: Public Inquiry

Appeal reference: 22/00026/NON

Please see above decision summary under application reference 21/04202/F

## **4.0 Conclusion and Reasons for Recommendations**

The report provides the current position on planning appeals which Members are invited to note

## **5.0 Consultation**

None.

## **6.0 Alternative Options and Reasons for Rejection**

None. The report is presented for information.

## **7.0 Implications**

### **7.1 Financial and Resource Implications**

There are no financial implications arising from this report. The report is for information only. The cost of defending appeals is met from existing budgets other than in extraordinary circumstances.

Comments checked by:

Kimberley Digweed, Service Accountant

kimberley.digweed@cherwell-dc.gov.uk

## 7.2 Legal Implications

As this report is purely for information there are no legal implications arising from it.

Comments checked by:

Donna Lee, Planning Solicitor, 01295 221586  
donna.lee@cherwell-dc.gov.uk

## 7.3 Risk Implications

This is an information report where no recommended action is proposed. As such there are no risks arising from accepting the recommendation.

Comments checked by:

Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
celia.prado-teeling@cherwell-dc.gov.uk

## 7.4 Equality & Diversity Implications

This is an information report where no recommended action is proposed. As such there are no equality implications arising from accepting the recommendation.

Comments checked by:

Celia Prado-Teeling, Interim Assistant Director – Customer Focus, 01295 221556  
celia.prado-teeling@cherwell-dc.gov.uk

## 7.5 Decision Information

### Key Decision:

Financial Threshold Met: No

Community Impact Threshold Met: No

### Wards Affected

All

### Links to Corporate Plan and Policy Framework

Business Plan Priorities 2022-2023:

- Housing that meets your needs
- Supporting environmental sustainability
- An enterprising economy with strong and vibrant local centres
- Healthy, resilient, and engaged communities

### Lead Councillor

Councillor Colin Clarke, Portfolio Holder for Planning

### Document Information

None

**Background papers**

None

**Report Author and contact details**

Matthew Swinford, Appeals Administrator, Matthew.Swinford@cherwell-DC.gov.uk

Alex Chrusciak, Interim Senior Manager, Development Management  
Alex.Chrusciak@cherwell-dc.gov.uk