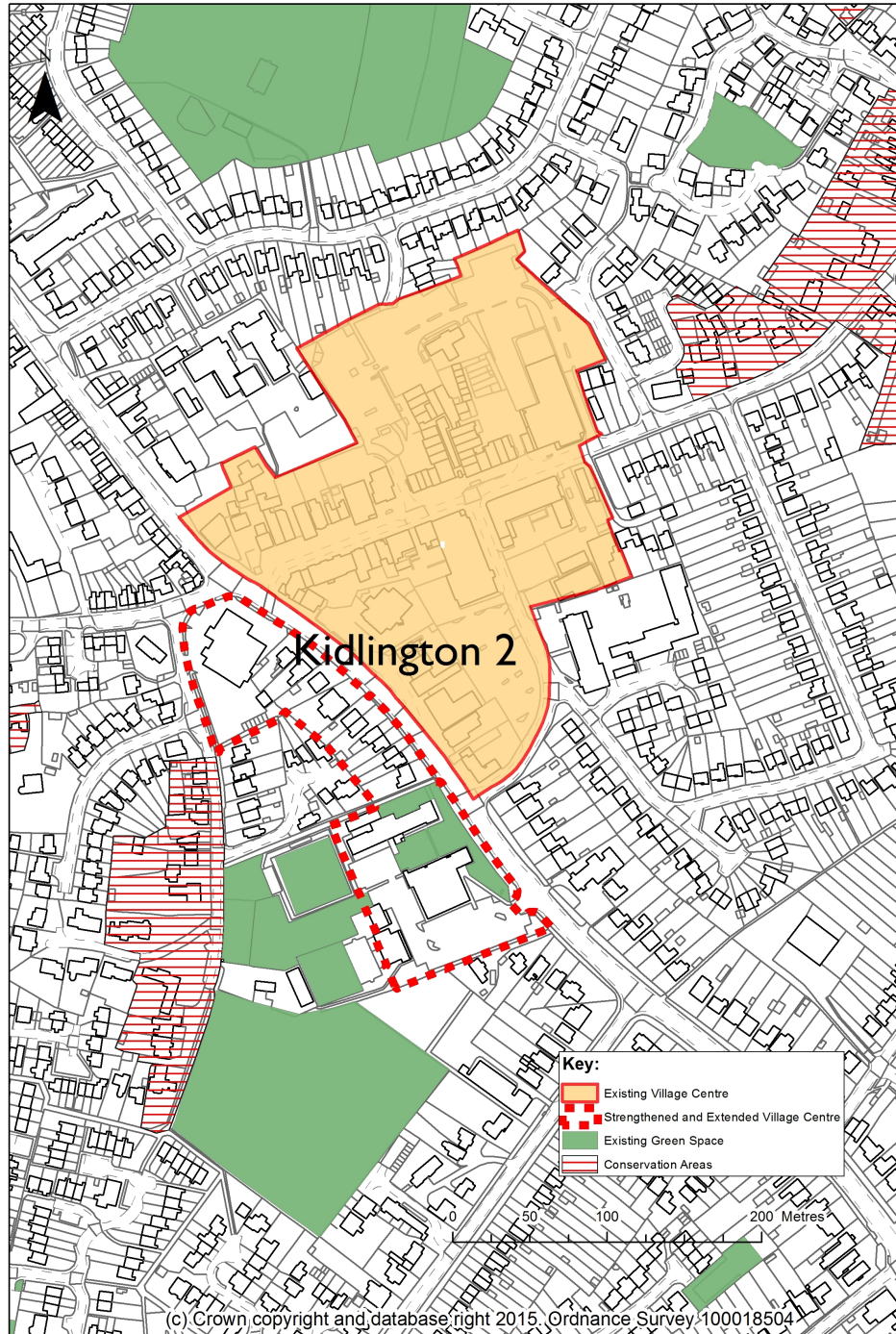


Figure 10 Local Plan Part 1: Map Kidlington 2 - Kidlington Village Centre



Question 85

Kidlington: Determining the Boundary of the Village Centre

Within the parameters of the area of search established in Local Plan Part 1, where do you think the boundary of the village centre should be drawn?

What measures do you think should be undertaken to enhance the attractiveness of the village centre and better connect the areas to the east and west of the Oxford Road?

Do you consider that further policy is required in Local Plan Part 2 to provide guidance on determining planning applications in the village centre?

Kidlington: Transport Issues

5.67 Kidlington lies on one of the main A routes into Oxford. This has both advantages in terms of good transport links with Oxford by car and by bus, and disadvantages in that the Oxford Road experiences traffic congestion at certain times of the day and hinders connectivity between the eastern and western parts of the village. Water Eaton Park and Ride lies to the south of the village and the A34, and the newly opened Oxford Parkway railway station adjacent provides access to train services to Bicester and London Marylebone. The opening of Oxford Parkway station may have an impact on parking patterns within the village over time. The Banbury to Oxford railway line runs immediately to the west of the village but there is no longer a railway station in Kidlington itself.

5.68 London Oxford airport lies on the northern limit of the village. Oxfordshire County Council’s Local Transport Plan (LTP4) considers that the airport has the capacity for additional short-haul flights to cities and hub airports in north- west Europe without the need to expand the existing runway.

5.69 The proximity to Oxford and the topography enables many people to commute to Oxford by bicycle, including along the Oxford Canal towpath. However the County Council’s Local Transport Plan recognises that the quality of cycle links is variable and that there is scope to increase levels of cycling through targeted improvements to cycling infrastructure.

5.70 The County Council’s LTP4 Oxford Transport Strategy also proposes two new “outer” park and ride broad locations in close proximity to Kidlington: to the east of Kidlington to serve the A34 north corridor (Bicester, Banbury, Milton Keynes and Bedfordshire catchment), and one to the west of the village off Langford Lane to serve the A44 and A4260 corridors (Chipping Norton, Banbury, Worcestershire and Warwickshire catchment). The idea of the outer park and ride sites is to intercept traffic before it reaches the congested A34, outer Oxford ring road and other main corridors that feed into the city, and enable transfer to buses or other mass transit services to access the city. The County Council will be undertaking a comprehensive study to assess the viability of an outer ring of park and ride sites including potential locations, size and design. We will need to consider whether the findings of the study, once undertaken, are relevant for inclusion in Local Plan Part 2. The Non Statutory Cherwell Local Plan included Policy TR7 which indicates the Council will not permit any new park and ride sites in the District, to encourage commuter trips to Oxford to

transfer to public transport at or close to the source of the journey. This policy approach will need to be reviewed through Local Plan Part 2, once the outcome of the County Council study is available.

Question 86

Kidlington: Transport Infrastructure

Do you have any views on transport issues in Kidlington that you think should be addressed in Local Plan Part 2?

Kidlington: Intensification of Residential Use

5.71 The scoping consultation raised concerns over the intensification of residential use in some parts of the village. An increasing number of planning applications are being submitted proposing flats in Kidlington, either through extension and conversion of existing houses, or demolition of houses and replacement with flats. Whilst this can have the benefit of increasing the amount and choice of housing, it can have an impact on the character of an area. Intensification of use can also have an impact on issues such as car parking provision and noise pollution through an increased number of residents and activity in an area.

Question 87

Kidlington: Intensification of Residential Use

Do you consider that policy guidance should be included in Local Plan Part 2 to guide applications for intensification of residential use in the village?

Kidlington: Green Infrastructure

5.72 Kidlington benefits from the proximity of the Oxford Canal immediately to the east of the village, and the River Cherwell valley to the north and east of the village. The area to the north and east of the village has a number of well used public footpaths crossing it and the Oxford Canal towpath provides longer distance connections into Oxford. Other significant components of the village’s green infrastructure network comprise recreation provision at Stratfield Brake to the south of the village, and other open space and recreation sites within the village itself.

5.73 Local Plan Part 1 policies ESD 16, ESD17 and BSC10 afford some protection to the Oxford Canal, existing open space sites and other components of the green infrastructure network. In preparing Local Plan Part 2 we need to consider what additional measures need to be included to protect and enhance Kidlington’s green infrastructure network. As indicated earlier, we are updating our assessment of open space, sport and recreation facilities to inform the preparation of Local Plan Part 2, and policies and proposals may need to be included in Local Plan Part 2 to address any identified deficiencies in provision.

Question 88

Kidlington: Green Infrastructure

How do you think the existing green infrastructure network in the village could be enhanced?

Kidlington: Other Development Management Issues

5.74 The adopted Cherwell Local Plan 1996 and the Non Statutory Cherwell Local Plan contained policies and proposals relevant to Kidlington, not all of which have been superseded by Local Plan part 1. These include:

- Development at Oxford Airport, Kidlington likely to increase noise nuisance (1996 Adopted Policy ENV6, NSCLP Policy EN10)
- Protection of land at Yarnton Road recreation ground for a new primary school (1996 Adopted Policy OA2)

5.75 In preparing Local Plan Part 2 we need to consider whether replacement policies are needed for the above local policies, or if national planning policy and the strategic policies in Local Plan part 1 are sufficient in considering development proposals. It is important that policies in the Plan do not merely replicate national guidance.

Question 89

Kidlington: Other Development Management Issues

Do you consider that local development management policies are needed for any of the issues identified above?

Are there new issues that you consider require policy guidance as part of Local Plan Part 2?

Consideration of the Need to Allocate Non-Strategic Sites

5.76 In preparing Local Plan Part 2 we will need to consider whether non-strategic sites need to be allocated at Kidlington, for employment, housing, open space or other

land uses. Suggestions for non-strategic sites at Kidlington that you consider to be suitable for development are requested elsewhere in this Issues Paper under the various topic headings. The Council will also need to consider whether any sites previously proposed for development in the 1996 Adopted Cherwell Local Plan and the Non-Statutory Cherwell Local Plan which have not been implemented should continue to be allocated as part of Local Plan Part 2. The Call for sites and updating of the SHLAA will inform this process.

5.5 Villages & Rural Areas

Introduction

5.77 Cherwell's rural areas contain approximately 90 villages, which vary in size from just over 100 people to nearly 3400 people (excluding Kidlington). The open countryside surrounding the villages includes a small part of the Cotswolds AONB in the north west, and a section of the Oxford Green Belt in the south of the District. The spatial strategy contained in Local Plan Part 1 indicates that growth in the rural areas will be limited and focus on meeting local community and business needs. Development will be directed towards the larger, more sustainable villages with development in the open countryside being strictly controlled.

5.78 Local Plan Part 1 identified a number of challenges for the rural areas, as summarised in Appendix 3 'Local Plan Part 1 Challenges and Issues'. Some of the above challenges remain relevant for consideration in preparing Local Plan Part 2. Local Plan Part 1 also indicated that some issues would need progressing through Local Plan Part 2, as discussed below.

5.79 The strategy of the Local Plan focusses the majority of the new development at Bicester and Banbury, with one strategic allocation in the rural areas: policy Villages 5 allocates the former RAF Upper Heyford as a strategic development site for a settlement of approximately 1600 dwellings (in addition to the 761 dwellings already permitted) together with employment and necessary supporting infrastructure. A masterplan is being formulated to guide development at the site and further transport assessment work is being undertaken to inform the masterplan.

5.80 A limited amount of new development is to be directed to the District's most sustainable villages. Local Plan Part 1 (Policy Villages 1) categorises the villages in the District into three categories; category A (service villages), category B (satellite villages) and category C (all other villages). Proposals for residential development in category A and category B villages will be limited to minor development, infilling and conversions within the built up limits, with only infilling and conversions permitted in the remaining category C villages. In addition policy Villages 3 allows for "rural exception sites"; small scale affordable housing schemes within or immediately adjacent to villages to meet specifically identified local housing needs subject to certain criteria being met.

5.81 Local Plan Part 1 policy Villages 2 indicates that a total of 750 homes will be delivered at category A villages, with specific sites to be identified through Local Plan Part 2 or Neighbourhood Plans. The category A villages are Adderbury, Ambrosden, Arncott, Begbroke, Bletchingdon⁽²⁶⁾, Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell,

Hook Norton, Kidlington, Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford Gower, Steeple Aston, Weston-on-the Green*, Wroxton and Yarnton. The overall allocation of 750 homes is in addition to the rural allowance for small "windfall" sites expected to come forward during the plan period, and any planning permissions for 10 or more dwellings as at 31 March 2014.

5.82 Local Plan Part 1 policy Villages 4 indicates that land may need to be allocated in Local Plan Part 2 to address open space, sport and recreation deficiencies in the rural areas.

National Policy Context

5.83 Government policy for the rural areas indicates that local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing. Consideration should be given as to whether some market housing would facilitate the provision of significant affordable housing to meet local needs. Housing should be located where it will enhance or maintain the vitality of rural communities.

5.84 A positive approach should be taken to sustainable new development to support growth and expansion of businesses in rural areas in order to create jobs and prosperity.

Villages and Rural Areas - Key issues for Local Plan Part 2:

Updating Village Survey Information

5.85 Information on village services and facilities was updated during 2014 to inform Local Plan Part 1.⁽²⁷⁾ The Inspector examining Local Plan Part 1 indicated in his

26 *denotes villages partly within and partly outside the Green Belt. In those parts that lie within the Green Belt, only infilling and conversions will be permitted

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report that the survey data should be thoroughly checked and comprehensively reviewed during Local Plan Part 2, and before any new sites are allocated in category A settlements. Maps for the category A settlements indicating key services and facilities are included in Appendix 5 'Village Survey Results 2014 - Maps', together with a table indicating the Council's 2014 survey information for all villages in the District in Appendix Appendix 4 'Village Survey Results 2014 - Table'. Any information you can provide to assist us in updating this information would be appreciated.

Question 90

Villages and Rural Areas: Updating Village Survey Information

Is the survey information for your village accurate? (If not, please provide details of the current position)

Do you consider the existing facilities for open space, sport and recreation to be adequate? (If not, please provide details.)

Are you aware of any problems with infrastructure provision? If so, please provide details.

Allocation of Sites at Category A Villages

5.86 Local Plan Part 2 will need to determine the amount and distribution of housing growth between the category A villages in order to meet the overall allocation of 750 homes set out in Part 1 of the Plan. The Council's Annual Monitoring Report 2015 indicates that since 31st March 2014, planning permission has been granted for a further 473 dwellings, leaving a total of 277 homes to be identified in the category

A villages. This represents a considerable reduction in the amount of land that needs to be allocated at the villages in Local Plan Part 2. However, we need to update our Strategic Housing Land Availability Assessment and maintain a 5 year housing land supply, and for this reason we need to identify all potentially suitable sites for housing development in the category A villages.

5.87 Policy Villages 2 indicates that the following criteria will be taken into account in identifying potential sites for housing:

- Whether the land has been previously developed land or is of lesser environmental value;
- Whether significant adverse impact on heritage or wildlife assets could be avoided
- Whether development would contribute in enhancing the built environment
- Whether best and most versatile agricultural land could be avoided
- Whether significant adverse landscape and impacts could be avoided
- Whether satisfactory vehicular and pedestrian access/egress could be provided
- Whether site is well located to services and facilities
- Whether necessary infrastructure could be provided
- Whether land considered for allocation is deliverable now or whether there is a reasonable prospect that it could be developed within the plan period
- Whether land the subject of an application for planning permission could be delivered within the next five years
- Whether the development would have an adverse impact on flood risk

5.88 In preparing Local Plan Part 2 we will also need to consider whether allocations for other land uses should be made within the rural areas, for example for employment or open space. A small number of allocations in the Adopted Cherwell Local Plan 1996 and the Non Statutory Cherwell Local Plan 2011 have not been developed and it will be necessary to review whether these allocations are still appropriate.

5.89 Village character assessments will be used to assess the constraints and opportunities of each Category A settlement to help determine whether and how the settlement should accommodate specific development sites. Reference will be made to Neighbourhood Plans where they exist.

Question 91

Villages and Rural Areas: Allocation of Sites

Are there any sites which you consider suitable for development? If so, for what use?

If you are promoting a site for development please complete and submit a Call For Sites: Site Submission Form available at www.cherwell.gov.uk/policypublicconsultation

Considering the Need for Identifying where Development would be Inappropriate

5.90 The policy for local landscape protection and enhancement in Local Plan Part 1(ESD13) adopts a character based approach to conserve and enhance the countryside and distinctive character of the whole District, and does not identify specific areas of local landscape value. The Inspector

examining Local Plan Part 1, in making his report, indicated that once the local needs of villages have been assessed in Part 2 of the Plan, the Council could consider the need for a policy applying to specific locations meeting the definition of “valued landscapes” and/or “areas of environmental or historic significance” as defined in the NPPF, particularly around Banbury and Bicester, to identify where development would be inappropriate. In progressing Local Plan Part 2 the Council will therefore need to consider whether such areas should be identified and a policy included in the Plan.

Question 92

Villages and Rural Areas: Identifying where Development would be Inappropriate

Are there local features or areas that you consider to be of particular value to the community? (If so, please provide details)

Do you consider that there are valued landscapes and /or areas of environmental or historic significance that merit protection from development? If so, please give details.

Considering the Need for Settlement Boundaries

5.91 Some local authorities identify settlement boundaries for their villages, beyond which development would not normally be permitted. Cherwell District has not followed this approach in the past as it can lead to pressure for development within the boundary on land which is not appropriate, for example areas of open space. However the definition of settlement boundaries can provide greater certainty as

to the extent of the built up area. This may become more important in light of the government's proposed changes to the National Planning Policy Framework (December 2015) which include a 'presumption in favour' of development on small sites, provided they are within existing settlement boundaries.

Question 93

Villages and Rural Areas: Settlement Boundaries

Do you think we should define settlement boundaries, beyond which development would not normally be permitted?

Retail Development in the Rural Areas

5.92 The adopted Cherwell Local Plan 1996 contains policies on retail (and garden centres) in the rural areas and the countryside (S26, S27, S28, S29), with similar policies in the Non Statutory Cherwell Local Plan 2011 (S22, S23, S24, S25, S26). These policies cover issues such as restricting retail outlets beyond centres, apart from where they are ancillary to existing acceptable land uses, restricting the development of garden centres apart from on the edge of settlements, supporting proposals for new small shops or extensions to existing shops in rural areas serving local needs, and protecting existing village services which serve the basic needs of the local community.

5.93 The NPPF (paragraph 28) is clear that Local Plans should support sustainable rural economic growth, including the growth and expansion of all types of business and

enterprise in rural areas, and the retention and development of local services and community facilities in villages.

5.94 Paragraph C.241 of the Cherwell Local Plan highlights that the number of permanent local services in the rural areas of the District is generally declining and identifies a sustainable hierarchy of villages to which appropriate levels of growth across the rural areas will be directed over the plan period in order to meet local needs and Cherwell wide needs.

Question 94

Retail Development in the Rural Areas

Should the Local Plan Part 2 contain a policy on retail development in the rural areas? What kinds of issues should such a policy cover?

5.6 Infrastructure

Introduction

5.95 Local Plan Part I was accompanied by an Infrastructure Development Plan (IDP) which indicated the key infrastructure needed to support new development proposed by the Plan and how it will be provided. This included infrastructure for transport, education, utilities, health, community infrastructure, open space, recreation and biodiversity to ensure that appropriate essential infrastructure is provided alongside new homes, workplaces and other forms of development.

5.96 Local Plan Part I Policy INF 1 indicates the Council's approach to infrastructure planning in the District,

comprising working with partners including central government to provide infrastructure, identifying infrastructure needs and costs, phasing of development, funding sources and responsibility for delivery, and requiring development proposals to demonstrate that infrastructure requirements can be met. A Developer Contributions SPD will set out the Council's approach to the provision of essential infrastructure. The Council currently secures contributions to infrastructure provision through Section 106 agreements but work has commenced to consider the introduction of a Community Infrastructure Levy.

National Policy Context

5.97 Government guidance in the NPPF indicates that local plans should include strategic policies for the provision of infrastructure and facilities. Local planning authorities should work other authorities and providers to:

- “Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”

Infrastructure - Key Issues for Local Plan Part 2

5.98 Local Plan Part 1 indicated that the IDP is a live document and would be adjusted to reflect changes in circumstances and strategies over time, and will be monitored with progress reported in the Annual Monitoring Report (AMR). In progressing

Local Plan Part 2 there may be a need for further review if additional infrastructure requirements emerge. Some of the preceding sections have highlighted infrastructure issues, including in relation to transport, education, and green infrastructure. The following additional potential infrastructure issues have been raised during early consultation on Local Plan Part 2.

Grid Capacity

5.99 There are grid constraints around Oxford which are impacting on the ability of renewable energy projects in Bicester to be connected at the present time. Scottish and Southern Electric Power Distribution (SSEBD) are intending to carry out a series of local enhancements to the Headington and Cowley substation to release more capacity in the short term, and commission a new distribution line connecting Bicester to the national grid east of the town to alleviate the issue longer term. This will require building a new substation.

Water and Sewerage Infrastructure

5.100 Local Plan Part 1 sets out the overall amount of development for the District up to 2031, enabling water and sewerage undertakers to plan for the necessary investment in infrastructure provision. However the distribution of development in the rural areas will be determined in Local Plan Part 2 and any water and sewerage infrastructure capacity issues will need to be taken into account in determining where development should be allocated. Where there are infrastructure constraints it can take time to deliver the necessary improvements. It is important that developers engage with water and sewerage undertakers at an early stage and provide sufficient information on how the infrastructure required for the development