

# Kidlington Framework Masterplan Consultation Statement

## Prepared for Cherwell District Council

### March 2016

# Draft



## Alan Baxter

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# 1.0 Purpose and Background

- 1.1 This Consultation Statement has been prepared in line with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Order 2012, which states that, before a council adopts a Supplementary Planning Document (SPD), it must produce a statement setting out:
- i. The persons the local planning authority consulted when preparing the supplementary document;
  - ii. A summary of the main issues raised by those persons;
  - iii. How those issues have been addressed in the supplementary document.
- 1.2 The SPD expands on and provides further detail to Local Plan policies for the village of Kidlington. It examines local issues and options with a view to meeting Local Plan objectives to 2031 and identifies specific development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The SPD also provides design guidance and identifies longer term opportunities.
- 1.3 Opportunities including longer term ambitions covered in the SPD include the following key themes:

## **1. Revealing Kidlington's distinctive identity**

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

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

## **2. Strengthening the village centre**

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

## **3. Supporting community needs**

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

## **4. Supporting future economic success**

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

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

## **5. Planning for sustainable growth**

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

**6. Integrating and connecting**

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

- 1.4 The SPD does not create new policy, but provides design guidance on how current planning policies in the Local Plan, adopted 2015 should be applied.
- 1.5 Details of the consultation undertaken during the production of the draft SPD are provided in the following section.

## 2.0 Summary of consultation

The following stakeholder consultation has been undertaken during preparation of the draft SPD:

- Kidlington Voice workshop, 20 September 2013
- Kidlington stakeholder workshop, 20 September 2013.

In addition, meetings were held on a regular basis with Kidlington Parish Council Strategy Group on 27 June, 10 October 2013, April 2014 and February 2016. Meetings and email or phone liaison were also held with major landowners and developers and Cherwell District Council officers. The outcomes of the above consultation helped inform the preparation of the SPD.

### 2.1 Previous consultation findings

Kidlington- A vision for the future, Roger Evans Associates, 2007

Key issues raised in consultation include:

1. Expansion of village centre- potential to reconfigure Exeter Close facilities to improve the current facilities and services available, recognising that the village is currently underperforming.
2. Improvements to the village centre public realm.
3. Weak connection between the village centre and outlying areas of the village, particularly London Oxford Airport and the business parks.
4. Status and identity- potential to build on the assets of Kidlington in order to enhance the sense of community.
5. Parking and Public transport- the possibility of introducing measures to prevent people from using the village centre as an informal park and ride to Oxford.
6. Local amenities- Oxford Canal is identified as an asset to the village but its potential as a pedestrian route is not currently being realised due to its poor condition, particularly towards the northern edge.

The study highlighted the importance of producing a vision for Kidlington to guide development over the next 25 years and recommended that a further urban design study be prepared.

Healthcheck, 2006 and Action Plan, 2007, Kidlington Parish Council.

Preparation of the Healthcheck and subsequent Action Plan was based on wide public consultation which identified key priorities and formed the basis of a vision for the kind of community people would like to see in the future. The public consultation process began with local working groups highlighting the important issues facing the village. Four key topic areas were identified: environment, economy, social and community and transport. A questionnaire survey followed and just over 400 people responded, including over 100 replies from sixth form students at Gosford Hill School.

In response to the question 'What sort of community would you like Kidlington to be in future? The most common responses in order of popularity were as follows:

- Retain village atmosphere
- More community spirit
- Activities for the young and old
- Better shops and centre
- Clean/ protect the environment
- Separate identity

Consultees were then asked to rate the importance of issues of concern for the short term and the future. The village centre was a key concern for the short and long term, reflecting its importance as the focus for commercial activity and heart of the community. Maintaining a clean and safe environment came high on the list for the short term, while traffic congestion and traffic flows were important in both periods. For the longer term the need for improved activities for leisure, sports and the young was a key issue as was concern over the growth of the village and the threat to the village's landscape setting and Green Belt. Affordable housing was recognised as an issue but had relatively low priority.

The shared 'vision' that emerged from the Healthcheck is of a community which wishes to:

- Take pride in its individuality and distinct identity, and regards it as a strength.
- Be lively and successful, with a more vibrant economy, and is looking to fulfil the potential for a comprehensive range of facilities and services it provides for shopping, health, education and leisure.
- Work together to improve opportunities for all.
- Do more for the young, encouraging them to take an active part as its future citizens.
- Take more active steps to improve its environmental performance, and safeguard the quality of its urban and rural environment.
- Be, and feel, safe and well cared for.
- Look to the future and be able to assume responsibility for its own destiny.

The subsequent, more detailed, Action Plan set out ten strategic aims for the future of the community:

1. Deliver a high standard of community services economically, efficiently and effectively.
2. Maintain and enhance Kidlington's distinct identity.
3. Enhance the vitality and vibrancy of the village centre.
4. Improve and develop the economic strength of the village.
5. Develop local partnerships for project delivery and for joint responsibility for the future of the community.
6. Safeguard, enhance and improve the quality of the environment.
7. Ensure the village is accessible for all by use of integrated and sustainable means.

8. Promote Kidlington as a safe community.
9. Improve opportunities for health, education, leisure and youth
10. Ensure improved provision for housing.

**How these comments have been addressed in the SPD:**

**The above were taken into consideration as context for the preparation of the SPD.**

## 2.2 Issues and options consultation, 2013

Whilst wider public consultation has not been undertaken as part of this study, stakeholder consultation has formed a key part of the work undertaken to date on the Framework.

Consultation has involved:

- Discussion sessions with KPC Strategy Group (June and October)
- Briefing meetings with CDC and Oxfordshire County Council officers
- Briefing meetings with key landowners / developers
- Liaison by phone and email with community representatives
- Two stakeholder events were held on the 20 September 2013 in Kidlington, firstly a breakfast meeting with members of Kidlington Voice and secondly a large half-day stakeholder workshop at Exeter Hall. A summary of the issues raised during these workshops follows. A full report of the findings is contained within the supporting Statement of Consultation.

### Kidlington Voice workshop

On 20th September 2013 the project team were invited to a breakfast meeting hosted by Kidlington Voice, which was attended by around 20 members including Parish Councillors, businesses and local group and community representatives. The meeting began with a presentation by Alan Baxter followed by an open discussion and Q&A session. A full list of attendees is provided in Appendix 1. Key issues raised during the meeting include:

#### **Oxford Parkway Station**

- Development of the new railway station is supported because it will enhance links especially to London and Oxford. It is important to consider people flows from both Kidlington to London and Kidlington to Oxford to gain an understanding of future economic benefits.
- Support for a “reverse Park and Ride” into Kidlington in addition to the existing Park and Ride into Oxford, linking the new train station to London Oxford Airport and the village centre. This service is supported because of heavy road traffic problems particularly in the rush hour.

#### **Connectivity and east- west links**

- St Mary’s Church (to the east) and Exeter Hall (to the west) act as community activity hotspots. They lack clear connections to one another.

- St Mary's Church is located in a dead-end and traffic congestion becomes a problem when the church is in use. There is potential opportunity to improve vehicular access to St Mary's Church, this would have to consider the high value surrounding countryside.
- Improved pedestrian and cycle routes
- The need for improved pedestrian and cycle links across the village, including improvements to the surface of the canal towpath for walking and cycling.
- New and improved pedestrian crossings and cycle links are needed particularly around the school sites due to high volumes of school run related car traffic.

#### **Heart of the village**

- Community events such as the 'Christmas Lights' are popular and draw a number of local people, visitors and business workers to the village centre.
- Retain the monthly farmers market which draws people into the community by providing a place to socialise and interact with each another. Need to bring a focus to the market to maintain success.
- Strengthening and expanding the village centre to match the size of village. A wider mix of uses in the village centre would bring a greater activity and draw people to the centre e.g. increasing activity after work hours such as restaurants, cinema or a bowling facility within the village centre to support an evening economy.
- The Co-op holds community significance as a meeting point and ethical trader. Since it has been out of use (as a result of the recent fire) smaller local traders have noticed a decrease in customers.
- There is opportunity within the village to draw more people into the centre by encouraging specialist shops and small businesses into High Street to create a unique and attractive centre.
- It is important to retain public space in the village centre and reserve potential sites for future community facilities.

#### **Affordable housing**

- Recognise the need for new housing within the village. At present there is a high demand for market housing with a constrained supply particularly in comparison to neighbouring settlements e.g. Abingdon and Didcot, the housing pressure will increase with a new station.
- There are over 1,000 young people in Gosford Hill Secondary School many of whom would like to stay in Kidlington in later life but houses prices are too high. They view other local settlements such as Witney and Bicester as more affordable; therefore there is a need for affordable housing within Kidlington.

#### **How these comments have been addressed in the SPD:**

**The issues raised during the Kidlington Voice workshop have been noted and the SPD has been prepared to include the matters identified. Design issues relating to connectivity and the village centre have been addressed in the SPD Part 2: Kidlington tomorrow, realising the potential. Comments relating to Housing needs have been dealt with in the adopted Local Plan, 2015.**



## Stakeholder workshop

The purpose of the Stakeholder workshop was to bring different interest groups together to examine Kidlington's current strengths / weaknesses and priorities for change. The workshop was attended by 34 delegates representing a range of interests including District and Parish Councillors, officers from CDC and Oxford City Council, landowners and developers, businesses and local organisations and groups. Following presentations by the project team, attendees were divided into groups for detailed discussions around maps. A list of invitees was drawn up with guidance from Cherwell District Council and Kidlington Parish Council and is provided in Appendix 1.

### **Session 1: Issues, challenges and priorities**

Workshop Session 1 focused on identifying Kidlington's strengths and weaknesses. Recurring themes included: integration and connectivity, identity, distinctiveness, strengthened centre and growth.

#### ***Strengths***

- Strategic location: close proximity to Oxford which brings economic, social and educational benefits and links to Begbroke Science Park, London Oxford Airport and Langford Lane employment areas.
- Transport: good public transport connections to Oxford and well served by bus. Water Eaton station will offer good links to London.
- Good sense of community supported by good schools, low crime, good facilities and recreation. Kidlington is generally a pleasant place to live.
- Distinctive character of parts of Kidlington and built heritage/ conservation areas.
- Natural environment and access to countryside.
- The canal is a distinct asset within the village landscape, although this area is underused and holds more potential.

#### ***Weaknesses***

- Poor public transport links in the northern part of Kidlington towards the London Oxford Airport.
- Oxford to Banbury road (A4260) severs the village and creates a barrier to east to west movement due to heavy traffic flows, congestion, poor pedestrian crossings and traffic dominated character.
- Need for street improvements with particular focus on tree planting and traffic calming to help prevent the issue of 'rat running' through residential streets.
- Overall lack of cohesion and integration leading to separate communities and poor linkages to the village centre.
- Whilst parts have a distinctive character, as a whole the village lacks identity. There are a number of hidden assets throughout the village including the canal and valuable countryside, but these are not obvious from the Oxford Road.
- Concern regarding the unmet housing needs with low housing allocation in the Draft Local Plan and perceived high demand for affordable housing in the village.
- Constraints on development due to Green Belt, railway line, floodplain and major highways.

- Village centre is underperforming and lacks visibility onto Oxford Road.
- Potential threat of coalescence – need to maintain Kidlington’s distinctiveness.

### ***Priorities***

- Overcome the barrier presented by Oxford to Banbury Road.
- Strengthen the centre with an improved retail offer and better visibility/ frontage to Oxford Road.
- Improve integration of the village centre and employment areas
- Enhance east-west linkages.
- Improve access to canal and open spaces.
- Make better use of assets and locational advantages.
- Understand and make provision to meet local housing needs.
- Strengthen the distinctive identity of Kidlington.

### ***Vision for the future***

- Groups were asked to complete the statement ‘In 2031 Kidlington will be...’. Common themes included:
- A stronger village centre with a greater range of retail brands and a mix of uses to achieve higher footfall, active frontages and enhanced daytime and night time economy.
- The creation of a sustainable community with high quality environment and access to jobs and a full range of high quality community facilities and services.
- Reinforcing the sense of identity and distinctiveness.
- Growth- balancing housing and employment growth with protection of the built and natural environment.
- Integration and connectivity.

## **Session 2: Opportunities for change to 2031 and longer term**

Delegates were divided into four themed groups depending on their particular area of interest and discussed priorities for change in the period to 2031 and longer term opportunities. Common themes related to:

- Maximising assets and making best use of sites.
- Need for an overall vision and framework (including land to the west of the canal).
- Importance of improved integration/ connections.
- Overcoming the barrier of Oxford Road.
- Need to consider employment, housing and community needs.

### ***Village centre and Exeter Hall / enhancing local distinctiveness***

#### ***i. Village centre and Exeter Hall***

- Need for better frontage onto Oxford Road and integration of the village centre and Exeter Hall site.
- Future development: the group identified potential opportunities to relocate or reconfigure land uses to release larger development sites in the longer term suitable e.g. Skoda Garage and adjacent properties, fire station and post office, Co-op car park.
- Opportunity for reconfiguration of Exeter Close and facilities as part of wider town centre improvements.

- Public realm improvement: enhancing pedestrian and cycle routes, introducing 20mph, appropriate street furniture and enhancing activity in the street through improved weekly markets.
- Retail development: attraction of larger retail brands, additional 'anchor stores' e.g. Waitrose, ALDI and shop frontage renewal.
- Need for a strategic plan and village centre design guide to ensure that development proposals will contribute to overall objectives, enhance townscape quality and avoid piecemeal development.

#### ***ii. Enhancing local distinctiveness***

- Identified the canal and surrounding area as an asset and the potential for towpath improvements connecting Kidlington to the business parks and Oxford.
- Potential for cycle and pedestrian improvements to link different landscape character areas including opportunities for circular walks.
- Recognised the importance of improving access to the surrounding countryside, as a means of offsetting the lack of formal open space in the village centre. Possible linear park along canal.
- Recognised that more could be done to signpost Kidlington and improved marketing and wayfinding for visitors.

#### ***Technology corridor***

- Need to build on existing strengths and assets: Begbroke Science Park, London Oxford Airport, Langford Lane employment area and proximity to Oxford.
- Importance of better promotion of the whole area as a focus for high technology and research rather than as individual employment areas.
- Need housing and improved services to support employment growth.
- Request for greater clarity regarding the Green Belt review in terms of timing, area covered and local or strategic objectives.
- Importance of public realm improvements particularly within Langford Lane industrial area and enhanced linkages to village centre.
- Concerns about potential conflicting interests and need for joined up approach.

#### ***Improving connections and public realm***

- Opportunity for a Green Travel Plan.
- Opportunities for public realm improvements at The Broadway shops, Bicester/Oxford Road junction and village centre.
- Potential for new cycle and pedestrian routes and improvements to connect up existing routes into a more comprehensive network e.g. extension of Bicester Road cycle route towards Islip.
- Need to focus on enhanced connectivity between employment areas and the village centre e.g.: new/ improved cycle and pedestrian routes between Langford Lane and Begbroke and the village centre via the canal and Lyne Road.
- Identified residential streets with high volumes of through traffic which would benefit from traffic calming measures e.g. Green Road.
- Parking pressures: potential need to restrict car parking along Oxford Road service roads (used as free park and ride) whilst maintaining some free parking within the village centre.

### ***Meeting community needs***

- Need to plan for prosperity: housing, jobs and facilities
- Identified possible sites for larger scale housing development to meet local housing needs.
- Opportunity to consolidate existing football club sites and expand Stratfield Brake, releasing sites for housing within the village e.g. Yarnton Road Football Club.
- Potential to enhance green infrastructure through careful use of green edges, footpaths, cycle paths and street trees.
- Establish a community hub at Exeter Close that brings service providers together, serves a multi-functional purpose and has access to funding.
- The need for a coherent vision for the village and its immediate surroundings including canal.
- Identified opportunities for shared use on/near existing school sites.

#### **How these comments have been addressed in the SPD:**

**The Stakeholder Workshop identified key themes which have informed the structure of Part 2 of the SPD. These themes and ideas have also provided the starting point for the design opportunities considered within the SPD.**

## 2.3 Summary

Consistent themes emerge from the consultation undertaken in respect of the 2006/7 Healthcheck and Action Plan, and the stakeholder consultation undertaken as part of the Framework Masterplan study. Key priorities include:

- Strengthen the distinctive identity of Kidlington.
- Create a stronger centre with an improved retail offer and better visibility/ frontage to Oxford Road.
- Improve integration of the village centre and employment areas.
- Enhance east-west linkages.
- Improve access to canal and open spaces.
- Make better use of assets and locational advantages.
- Understand and make provision to meet local housing needs.
- Reduce traffic congestion/ heavy traffic through village.
- Protect and enhance built and natural environment.

Particular importance is placed on balancing housing and employment growth with protection of the built and natural environment. There is increasing concern about the ability to meet local housing needs and the need for a well-rounded, sustainable community with a high quality environment, access to jobs and high quality community facilities and services.

# Appendix 1

## People and organisations consulted at each stage of the process

## Kidlington Voice breakfast meeting, held in Foresters' Hall, Kidlington, 20 September 2013

### **List of attendees:**

Clare Coats, Alan Baxter and Associates  
Joanna Chambers, Maddox & Associates  
Emma Manning, Alan Baxter and Associates  
Alan Graham, Chair of Kidlington Voice, Kidlington Parish Council  
David Betts, Kidlington Parish Council  
Tim Emptage, Kidlington Parish Council  
David Robey, Kidlington Parish Council  
Chris Pack, Kidlington Parish Council  
Doug Williamson, Cherwell District Councillor  
Malcolm Bromhall, lay pastoral worker Kidlington Methodist Church  
Graham Kirby, Voice treasurer, retired banker  
Janet Warren, Kidlington vs. climate change  
Liz Hounsell, Gosford Hill Schools Careers/ work experience liaison  
Martin Hunt, Mittie (Campsfield Removals Centre)  
David Meade, Mittie (Campsfield Removals Centre)  
Lin MacDonald, Supermack Office Solutions Ltd  
Rob Worthy, Solafair  
Alastair Redhouse, Redhouse Estate Agency  
Mark Brim, Redhouse Estate Agency  
Jeremy Sacha, Sacha and Barnes Associates  
Gerry Shaw, retired  
Alan Sowden, Chapman Robinson & Moore Accountants  
Darren Wells, Furniture & Design Ltd.

## Stakeholder workshop held at Exeter Hall, Kidlington, 20 September 2013

### **Facilitators:**

Clare Coats, Alan Baxter and Associates  
Trenton Williams, Alan Baxter and Associates  
Emma Manning, Alan Baxter and Associates  
Joanna Chambers, Maddox & Associates  
Margaret Collins, Regeneris

### **Guests:**

Tom Ashley, Turnberry Planning Limited  
Angus Bates, Hill Street Holdings  
Cllr David Betts, Kidlington Parish Council  
Dr Stephen Bizley, Gosford Hill School  
Andrew Bowe, Cherwell District Council  
Tom Bradfield, GVA  
Chris Brennan, Sustrans  
Henry Brougham, Kidlington & District Historical Society  
Nigel Carter, Oxfordshire CCG  
Joe Claxton, Kidlington Parish Council  
Will Cobley, Terence O'Rourke  
Adrian Colwell, Cherwell District Council  
Suzi Coyne, Suzi Coyne Planning  
Robert Cronk, Chiltern Railways

Richard Cutler, Bloombridge  
Jessica Eldridge, Local resident  
Cllr Michael Gibbard, Kidlington Parish Council  
Cllr Alan Graham, Kidlington Parish Council  
Steve Haynes, Kidlington Youth Football Club  
Barry Hiles, Kidlington F.C.  
Jason Hill, Savills  
Cllr Andrew Hornsby-Smith, Kidlington Parish Council  
Gary Jackson, Bloombridge / Space Strategy  
Dr Caroline Livingstone, Oxford University  
Nik Lyzba, JPPC  
Gary Owens, Cherwell District Council  
Carol Parsons, Local resident  
Stewart Pegum, Oxford University  
Patricia Redpath, Kidlington Parish Council  
Cllr Chris Robins, Kidlington Parish Council  
Caroline Roche, Cherwell District Council  
Mr C G L Smith, Gosford and Water Eaton Parish Council  
Mr Phil Southall, Oxford Bus Company  
Bruce Usher, Bloombridge  
Richard Venables, VSL&P

**Full list of those invited:**

Adrian Colwell - Head of Strategic Planning  
David Peckford - Senior Planning Policy Officer  
Tony Crisp - Cherwell DC  
All Kidlington Parish Council members  
Clare Mitchell - Design & Conservation Officer  
Steven Newman - Economic & Development Officer  
Bob Duxbury - Development Control  
Caroline Roche - Development Control  
Gary Owens - Housing  
Jenny Barker - Bicester  
Daniel Round - Cherwell Strategy & Infrastructure  
Adrian Roche - Planning Policy, Oxford City Council  
Mark Jaggard - Planning Policy, Oxford City Council  
Richard Byard - Skills & Economic Development  
Adam Kendallward - Highways & Transport, Ox County  
Will Cobley - Terence O'Rourke  
Nik Lyzba - JPPC  
Helen Lease - RPS  
Suzi Coyne - Suzi Coyne Planning  
Roger Smith - Savills  
Peter Frampton - Framptons  
Richard Venables - VSL&P  
Jason Hill - Savills Oxford  
Angus Bates - Hill Street Holdings  
Richard Cutler - Bloombridge  
Tom Ashley - Turnberry Planning Limited  
Chris Pattison - Turnberry Planning Limited  
Caroline Livingstone - Oxford University Begbroke Science Park  
James Dillon - Godfray London Oxford Airport  
Nicole O'Donnell - Oxfordshire Playing Fields Organisation  
Charles Routh Natural England

Henry Brougham Kidlington & District Historical Society  
James Clifton - Canal River Trust  
Rachel Coney - Oxfordshire CCG  
Linda Farmer - Kidlington Sheltered Housing (Housing 21)  
Afzal Gill - Early Intervention Hub, Kidlington Forum  
Steve Gerrish - Kidlington vs. Climate Change  
M F Balazs - Kidlington Townswomen  
Bob Taylor - Woodstock and Kidlington Rotary Club  
Hazel Casey - Womens Institute  
Martin Sutton - Stagecoach in Oxfordshire  
Phil Southall - Oxford Bus Company  
John Hammond - Thames Travel  
John Hawkins - Heyfordian  
Nigel Holder - Charlton Services  
Chris Aldridge - Network Rail  
Graham Cross - Chiltern Railways  
Patrick O'Sullivan - East West Rail Consortium  
Mary Gough - Bicester & Kidlington Ramblers Club  
Jeff Wyatt - Canal & River Trust  
Peter Challis - Sustrans  
Chris Brennan - Sustrans  
Chris Weller - Bowls Club  
John Moss - Cricket Club  
David Platt - Kidlington Football Club (Yarnton Road)  
Steve Haynes - Kidlington Youth Football Club  
Mark Gardener - Gosford All Blacks Rugby Club  
Timothy Hallchurch - OCC  
Anthony Gearing - OCC  
Maurice Billington - OCC  
Michael Gibbard - Ward member: Yarnton, Gosford and Water Eaton  
Jeffrey Wright - Begbroke Parish Council  
Dr Stephen Bizley - Gosford Hill School  
Kidlington Tourist Information Centre  
Mr Andrew Zolden - Thames Valley Police  
Mr Paul Harris - OCC  
Sharon Whiting - Senior Planning Policy Officer  
Chris Thom - Planning Policy Officer  
Maria Dopazo - Planning Policy Officer (Agency)  
Yeun Wong - Planning Policy Officer (Agency)  
Fiona Brown - Development Officer, Delivery Team  
Dr Ian Scargill - Oxford Green Belt Network  
Nicholas Alston - GVA  
Mr C G L Smith - Gosford and Water Eaton Parish Council  
Lynne Whitley - Yarnton Parish Council  
Neville Surtees - Barton Willmore  
Graham Flint - Langford Locks  
Forum Youth Centre  
Lorraine Hurley - Kaleidoscope Centre for Families/ childrens centre  
Carol Parsons and Jessica Eldridge, Local residents  
Andy Carmichael - Mitre  
Carol Cripps - NHS  
Caroline Jones - NHS



## Appendix 2

# Detailed summary of group discussions at Stakeholder Workshop on 20 September 2013

# Appendix 2

## Detailed summary of group discussions at Stakeholder Workshop on 20th September 2013

### Workshop 1: Strengths and weaknesses and Vision 2031

#### Group A

This group was facilitated by Clare Coats of Alan Baxter. A general discussion of strengths and weaknesses included the following key points:

strengths:

- Public transport- good links to Oxford with well served bus routes.
- A good sense of community.
- A good number of local employment opportunities.
- High quality natural landscape which is accessible with a number of walking routes.
- The need to promote the existing green spaces and sports fields.
- Identified the Green Belt as a strength

weaknesses:

- Public transport - there are poor internal linkages particularly from the Airport and Langford Lane to the village centre. In-commuters are not well served.
- High traffic flows along Oxford to Banbury road and the street layout create the problem of 'rat running' on rear residential streets. This reduces pedestrian's ease of movement and safety while creating a highway separation between east and west of the village. Secondly the railway line creates a barrier to movement and potential safety issue.
- Identified the need to improve access to the village centre.
- Green Belt also as a weakness and constraint to the future development of the village.
- The floodplain must be carefully considered with regards to potential growth prospects.
- The need for improvement in the image of the public realm. This can be achieved through careful design of public spaces, positioning of street furniture and design for pedestrians and cyclists.
- Kidlington's character is poorly defined. A coherent design direction is needed to set out what is expected from developers in the village centre to ensure high quality placemaking- need to define what is in keeping with Kidlington's character.

- Concern about the low housing allocation in the Local Plan and a lack of easy housing sites.

Vision: In 2031 Kidlington will....

- Achieve sustainable growth
- Have a high quality environment and good quality design
- Balance housing and employment

#### Group B

This group was facilitated by Margaret Collins of Regeneris. The group discussion focused on the following key points:

strengths:

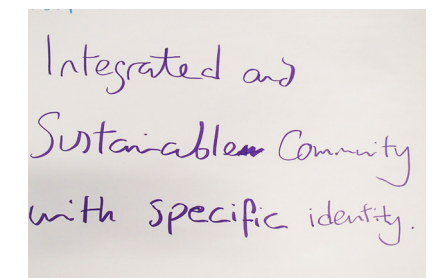
- Proximity to Oxford provides good access to employment as well as retail and cultural facilities (it is recognised that this also brings challenges, particularly in relation to sustainability issues and supporting the town centre).
- Thriving and active community (although it is recognised that there are parts of the community which are not integrated which leads to a lack of social cohesion).
- Good and improving transport links, particularly with the potential for a new train station offering links into London.
- A range of facilities, particularly health and education.
- Prosperous industries, particularly with Begbroke Science Park and areas around Langford Lane Industrial Estate.

weaknesses:

- Historic planning has been poor and resulted in a centre which lacks identity.
- Greenbelt acts as a constraint against growth.
- Lack of central character or offer, with potential to improve the retail and cultural offer as well as the public realm.

Vision: In 2031 Kidlington will be....

- An integrated and sustainable community with specific identity.



Group B notes and map



### Group C

This group was facilitated by Trenton Williams of Alan Baxter. The key points focused on:

strengths:

- Proximity to Oxford and excellent bus links provide the benefits of access to all of the facilities and services within Oxford. It is expected that the development of the new station at Water Eaton will further enhance linkages, increase house prices and reduce congestion within Oxford.
- A sense of community is supported by good schools and recreation facilities helping to attract a diverse range of people.
- Strong employment provision within the village centre; fire station, Police, retail and office. Additionally there are the employment areas at Langford Lane although these are considered separate from the village.
- High value of access to open countryside, canal and green spaces and the importance of maintaining the gap between North Oxford and Kidlington.

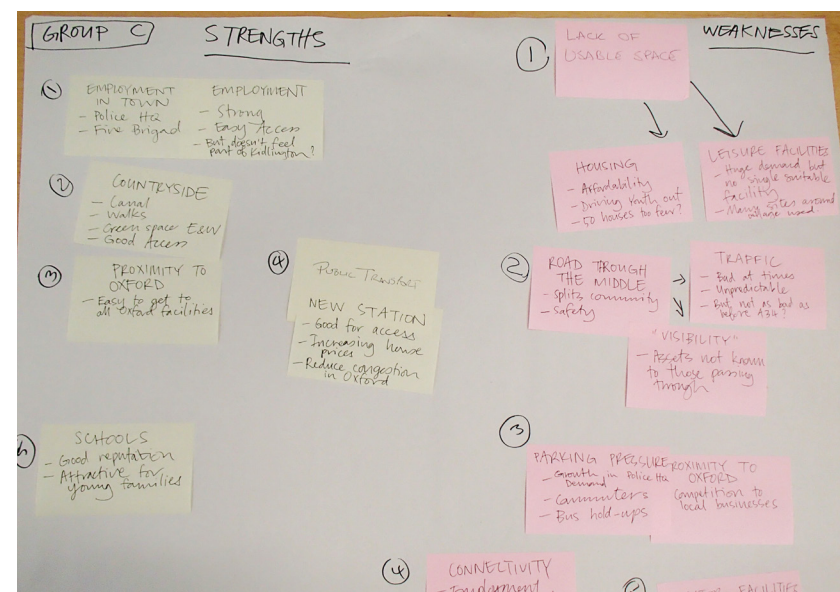
weaknesses:

- Proximity to Oxford creates competition for local business and parking pressures within the village centre; people can park for free and use bus access to Oxford.
- Poor connectivity between the employment areas/ Airport and the village centre due to travel time and inconvenient short stay parking options.
- There is major traffic congestion along Oxford to Banbury Road which is often unpredictable. This causes safety issues, divides the village community and decreases the visibility of the village assets to through traffic.
- Identified the need for improved cycle routes along the canal towpath, to Oxford and towards the village centre. New routes are proposed near Stratfield Brake, The need to improve cycle routes and connections internally and along the towpath towards Oxford.
- Land pressures: a lack of useable sites vs. high demand for affordable housing and leisure facilities;
  - o Higher provision of affordable housing would enable young people to stay
  - o Potential to consolidate recreation facilities on a new larger site to release land.

- A lack of visitor accommodation or hotel.

Vision: In 2031 Kidlington will...

- Have a strengthened village centre
- Have access to the surrounding countryside with good footpaths and cycle links
- Retain identity and individuality
- Be attractive to visitors and investment



Group C annotated map and notes

### Group D

This group was facilitated by Joanna Chambers of Maddox & Associates. The main points from their discussion were:

strengths:

- The size of the village enables easy access to the village centre whilst helping to create a sense of community.
- The identity of Kidlington- whether development remains at a village scale or investigates options for growth as a town.
- Oxford canal is a great asset bringing distinction and identity but is currently underused. Significant changes to enhance the area include; towpath surface improvements, adding more signage and improving accessibility.
- Kidlington has a strong economic role within the district. Consider the potential opportunities for future employment whilst establishing stronger links between the employment offers.
- Strategic location with close proximity to Oxford and Begbroke Science Park connected with good transport links.
- Identified possible sites for larger scale housing development to meet local housing need including affordable housing requirements.
- Need to achieve a balance of Green belt and development with a requirement for growth.

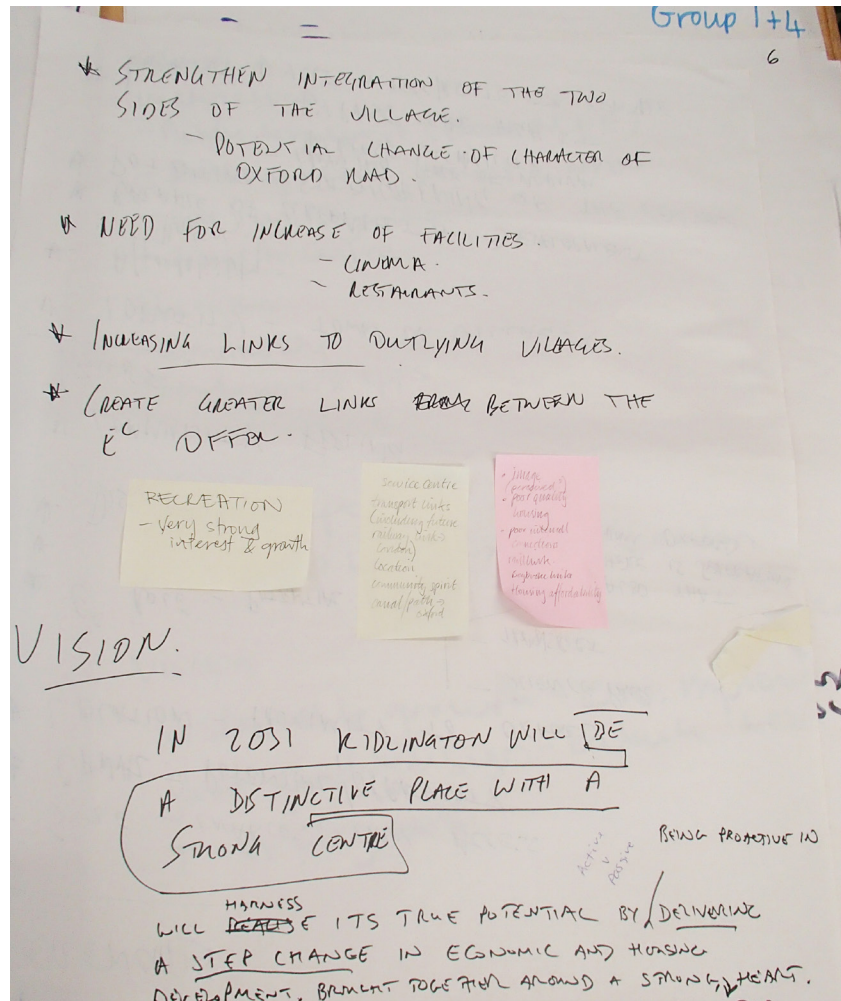
weaknesses:

- The need to consider retaining segregation from Oxford in order to retain a sense of identity and community feel.
- Deliver more high quality facilities particularly those that encourage activity after work hours such as restaurants and a cinema within the village centre to support an evening economy.
- Accessibility to the village centre can be improved by creating new cycle routes.
- Need for public realm improvements along the Oxford to Banbury Road include improving pedestrian crossings to integrate the east and west sides of the village.



Vision: In 2013 Kidlington will....

- Be a distinctive place with a strong centre
- Will harness its true potential by being proactive in delivering a step change economic and housing development brought together around a strong characterful heart.



Group D notes

**Group E**

This group was facilitated by Emma Manning of Alan Baxter. Their discussion focused on the following key points:

strengths:

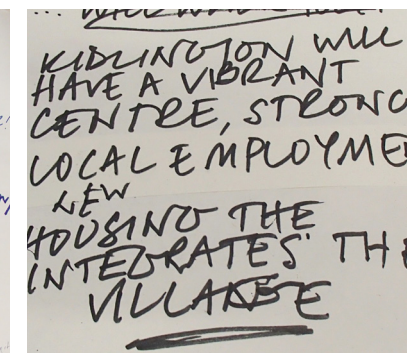
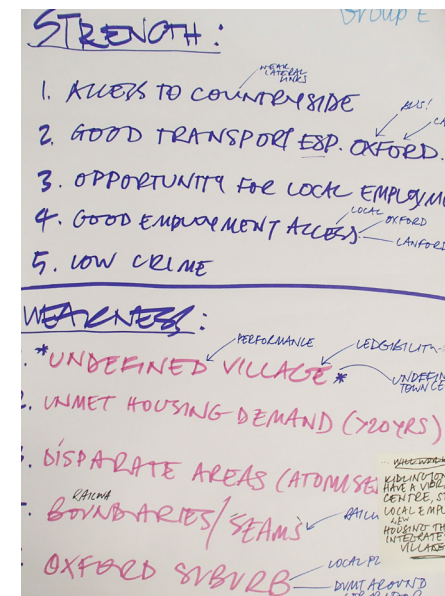
- Strategic location- close proximity to Oxford, London Oxford Airport and Langford Lane business park which bring local employment benefits. It is recognised that the proximity of Oxford also brings economic challenges and puts pressure on the provision of adequate facilities.
- Good access to local employment but there is a need to utilise the employment areas fully.
- Local transport links provide good bus links to Oxford
- Parking needs are met with ample surface car parking within the village centre but there is an opportunity to improve parking access from the north.
- Portrayed as a pleasant place to live with good schools, low crime rates and low unemployment.
- Good connections to a variety of countryside assets.

weaknesses:

- The majority of residential streets are poorly connected and illegible.
- An undefined village centre has resulted from a combination of inactive frontages, poor accessibility and legibility and economic underperformance. The village centre can be strengthened by intensifying retail to bring inward investment and attract visitors.
- A lack of cohesion within the village with disparate communities built around local centres and an undefined village centre.
- Unmet housing demand particularly for affordable housing.

Vision: In 2031 Kidlington will have...

- A vibrant centre
- Strong local employment
- New housing that integrates the village.



Group E notes



## Workshop 2: Priorities for the Future

### Group 1 & 4:

#### i. Village Centre, Exeter Hall, ii. Enhancing local distinctiveness

This combined group was facilitated by Clare Coats and Emma Manning. Their key points focused on:

- Identified larger sites within the village centre for longer term development e.g. the car showroom site located at the junction of Oxford Road and High Street which if redeveloped for retail would make the village centre more visible. Other identified sites included: Fire Station, Post Office and Co-op.
- Create a more pedestrian friendly environment which could include introducing a 20mph limit along access roads to the village centre and on Oxford Road and a new square.
- Encourage a diverse range of retailers through attraction of larger retail brands such as Waitrose, Marks & Spencer, Lidl or Aldi to attract people to the village. Smaller specialist shops could also benefit the retail economy and revitalise the centre.
- Appropriate use of street furniture to create an attractive environment, this could include street trees to screen less attractive buildings or barriers.
- Relocating the market to a more central public space or into streets where footfall is higher.
- Scope for redevelopment along the High Street and change of land uses to increase activity at different hours of the day e.g. convert office spaces above the clock tower into residential would ensure public spaces are overlooked in the evening.
- Consider altering the building frontages along the High Street to enhance the appearance. One idea is to use canopies above shop fronts to give a sense of identity.
- Consider the opportunity to reorganise Exeter Close.
- Support for consolidating the football teams, there is a potential development opportunity site at Yarnton Road football club.
- The potential to encourage more activity along the canal by encouraging commercial to front the canal and consideration of a canal based marina.
- Acknowledgement the canal is one of the most attractive areas and therefore improvements to pedestrian routes need to be considered.

- Enhance the visual appearance of Oxford to Banbury Road, for example planting street trees or attaching banners to lamp posts to add colour and draw visitors to the village centre.
- Landscape assets at Langford Meadows and Kidlington Fields which should be accessible with an improved footpath network and possibly creating a linear park.
- Enhancing connectivity and recreation benefits by connecting strong countryside links, potentially along High Street.
- Preserve Green belt land along western edge of canal and land surrounding the river Cherwell due to flood risk.



Group 1/4 annotated map

### Group 2: Technology corridor

This group was facilitated by Margaret Collins of Regeneris. Their discussion focused on:

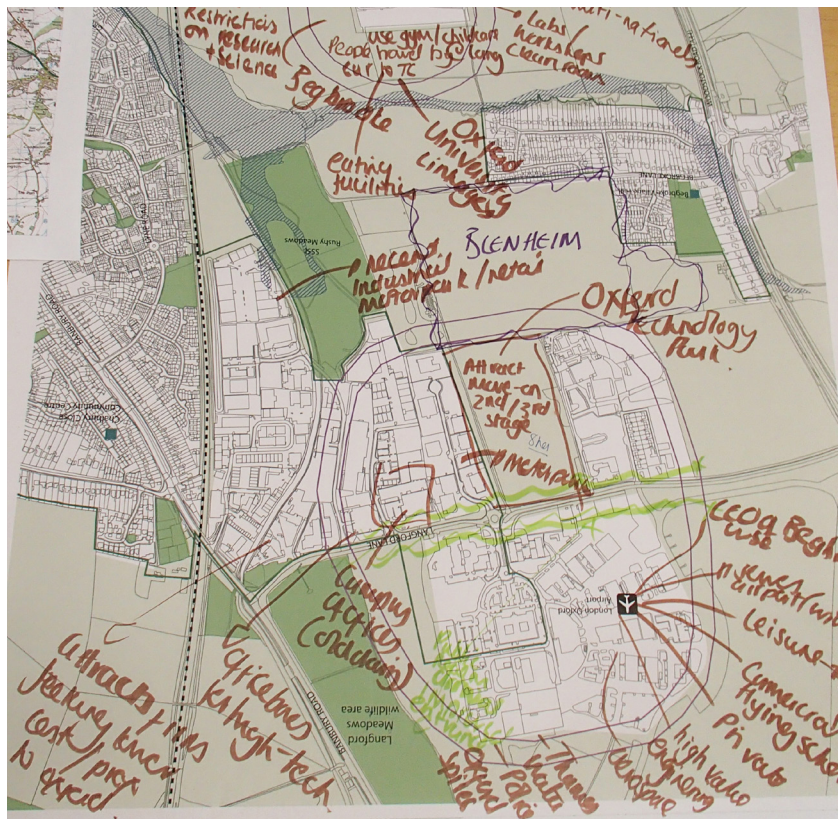
- Strong high tech employment opportunities including Begbroke, London Oxford Airport and Langford. Key sectors include: aerospace science, R +D and advanced technology manufacturing.
- Potential opportunity to capture Oxford spin-outs due to Kidlington's location within the Oxfordshire economy.
- Significance of the Green belt review Strategy TBA, whether this excels or hinders growth potential.
- Potential opportunity to advance technology science with the close proximity of Oxford.
- Careful consideration is needed for the new station at Water Eaton Park and Ride since it is likely that development will occur on development sites close to the station which could impact upon the town centre and the employment areas.
- Begbroke provides a location for 30 companies with 400 employees and has strong links with Oxford University. It has eating facilities, as well as laboratories, workshops and clean rooms. Begbroke provides space for start-up's and mature multi-nationals with firms ranging from 1-2 employees up to 150 employees
- There is a need for additional public realm enhancements around Langford Lane Industrial estate.
- The motor park attracts high technology firms that benefit from proximity to Oxford.

Priorities:

- The need to balance housing and employment needs.
- Deliver a higher number and diverse range of services within the village centre
- Clarity is required around the Green belt review with regards to timing, area covered and local or strategic concern.
- A decision should be made whether Kidlington is in favour of growth.
- The importance of a joined up approach to produce an employment strategy which is appropriate to the village and that enhances the assets of the village through clustered development.



- Consider greening Langford Lane industrial area to provide a high quality and sustainable public realm.



Group 2 annotated maps

### Group 3: Improving connections and public realm

This group was facilitated by Trenton Williams. The key points focused on:

- Bus routes within the village and to neighbouring settlements are good, however there are poor bus connections from the village centre to the Airport and employment areas.
- Consider alternative access to car parks and service areas located within the village centre i.e. Watts Way and Benmead Road. Ensure some free car parking is retained.
- Potential opportunity for a Green Travel Plan for businesses.
- The need for street improvements and traffic calming around the village centre to help reduce the issue of 'rat running' particularly along Green Road which is used as an alternative route into the centre to avoid traffic lights on Oxford Road and the speed humps along Mill Street.
- The opportunity to remove speed humps along bus routes (i.e. Mill Street) and replace with chicanes.
- The need to maintain and improve the cycle link to Oxford. Potential opportunity for a new cycle route connecting Stratfield Brake and the surrounding countryside and connecting Begbroke and Langford Lane with new links.
- The train station development at Water Eaton will bring opportunity to create new cycle links into Kidlington and connecting to the wider area. Bicester Road's wide verge would provide adequate width for a cycle path and cycle route could be extended towards Islip.
- Consider parking restrictions on the Oxford to Banbury Road service roads.
- The need to enhance connectivity of Langford Lane industrial area, there is an opportunity to connect the area with the canal towpath.
- General improvements to all footpaths, particular attention required in the St Marys Fields area which is liable to flooding.



Group 3 annotated maps



### Group 5: Meeting community needs

This group was facilitated by Joanna Chambers of Maddox & Associates. Their key points focused on:

- The need for a clear vision vs. status quo
- A better understanding of local housing needs is required to ensure there is a balance of employment to housing. Potential need to look at larger scale housing and developer contributions to the proposals.
- More clarity is required on employment prospects and pressures on services.
- Create links between employment, housing and services within the village.
- The need for improved accessibility with particular focus on desire lines, linkages and connections.
- Use of a community hub to bring services together. Establish a coherent understanding of social, economic and physical needs. Consider availability of funding for renovation of the existing Exeter Hall facilities or a new facility. Important to keep funding on the agenda by considering CCG savings and increased health benefits.
- The need to address the village centre with regard to visibility, capacity, mix of uses, parking provision and economic impacts.
- Careful consideration of the village's relationship to Oxford, with the need to think cross boundary in order to attract more inward investment. Establish a Plan for Growth under Section 106 guidance.
- The need for improved links from the village centre to the business areas which can be achieved by creating a variety of fast and slow walking and bus routes.
- There is a need for a combined football grounds which the 30 football teams can play on. Potential to combine facilities and improve open spaces and access although the currently the largest site Stratfield Brake has restrictions for further development.
- To establish a green infrastructure through careful use of green edges to form an open space network or circular walk.
- Potential opportunity to relieve some of space pressures on schools through multi-functional use of sites near to the school sites.



Group 5 notes and annotated map