

18.0 Action plan and next steps

18.1 The need for a pro-active approach

This consultation document has highlighted a number of key issues to be addressed in development of the Framework. Critical to this will be how to ensure the provision of housing, services, employment and community facilities necessary to support and maintain a sustainable community whilst protecting the built and natural environment.

A key issue in delivering these objectives relates to funding availability for affordable housing, social infrastructure, open spaces and leisure facilities which will largely be dependent on development value and developer contributions. This will be challenging given limited development opportunities within the village and the costs of infrastructure provision. Infrastructure must be provided as an integral part of any development in order to achieve the vision and objectives of the Framework and the involvement of landowners and developers will be essential. Infrastructure requirements are set out in the Infrastructure Development Plan (Appendix XX).

It will be necessary to adopt an approach which makes best use of assets, land and resources to maximise development potential and secure funding for necessary infrastructure provision. The focus must be on partnership working across all sectors- public, private and community and a comprehensive approach which avoids piecemeal development. Briefs should be prepared for key development sites which identify infrastructure requirements and funding. The expansion of high value employment uses and the village centre provide the most significant opportunities to secure new and improved infrastructure and it will be necessary to ensure to work with developers and landowners to secure appropriate provision to support the objectives of the Framework.

It is proposed that CDC will act as a facilitator to bring partners together to develop a robust implementation plan to underpin the Framework.

The table overleaf (section 18.6) recommends immediate next steps and areas of further work to progress the eight project areas which have emerged as priorities in the Masterplan. All workstreams will feed back into the overarching Framework Masterplan and the Local Plan Part 2.

18.2 Establish working groups

It is recommended that a number of working groups are established to promote partnership working in talking forward key development opportunities within the masterplan:

- Canal – CDC, KPC, The Canal and River Trust, Sustrans, residents groups
- Village centre- CDC, KPC, landowners, Market Traders Co-operative, local businesses
- Exeter Close and recreation - Oxfordshire County Council, CDC, KPC, sports clubs, schools, existing occupiers
- Employment cluster – CDC, KPC, landowners, developers, London Oxford Airport, existing occupiers.

18.3 Complete the evidence base

A comprehensive evidence base and review of the issues facing Kidlington has been developed to support the Local Plan. Further work is required to take forward proposals in the Framework Masterplan including:

- Assessment of local affordable housing needs
- Audit of open spaces and sports facilities to identify needs and opportunities for co-location

- Audit of community facilities and existing accommodation in Exeter Close
- Car parking and ownership surveys for the village centre
- Landscape appraisal to establish a defensible boundary to the Green Belt which takes account of future development requirements (this will form part of the Local Plan Part 2).

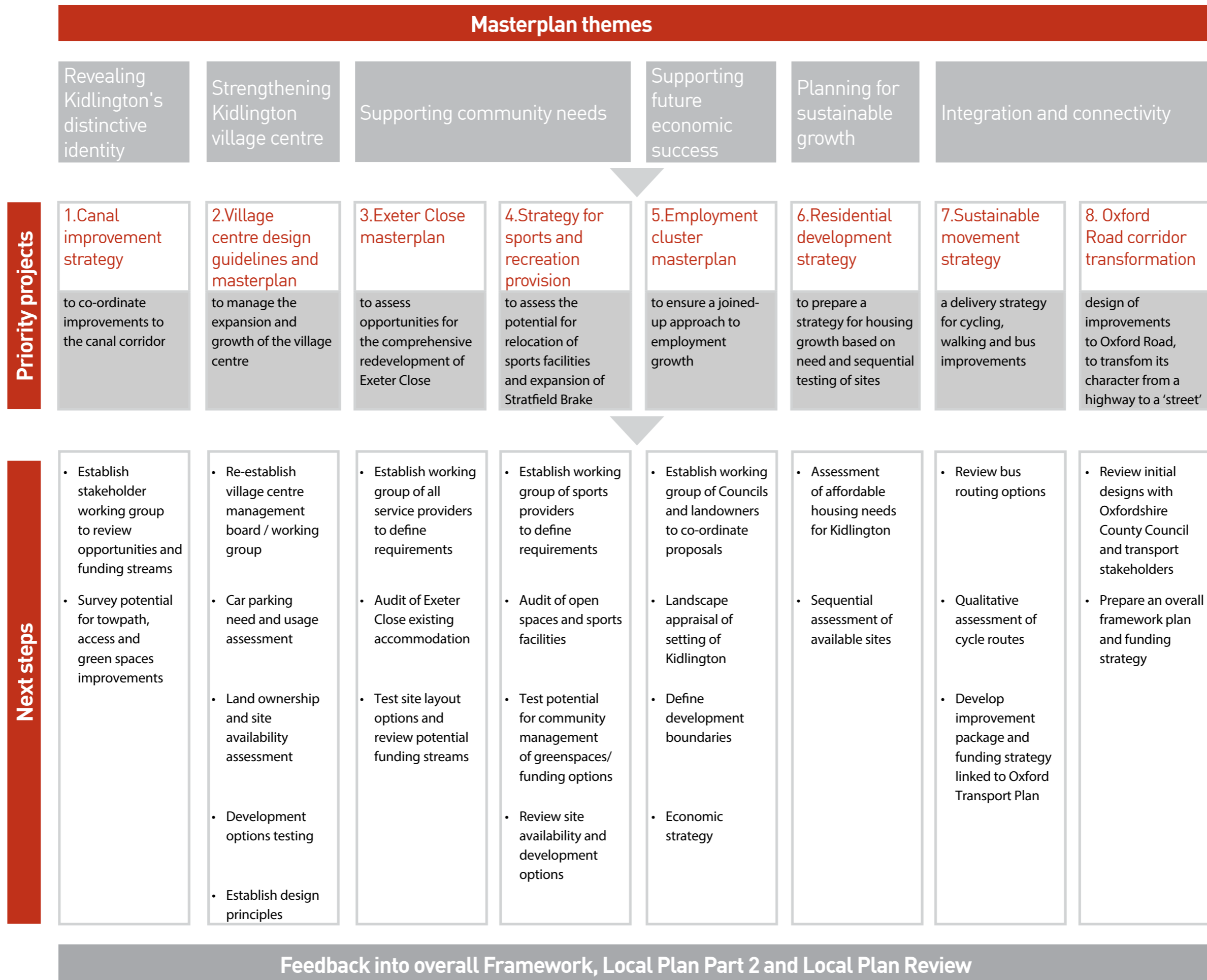
18.4 A co-ordinated Action Plan

The full list of opportunities identified in the Framework are summarised in an Action Plan (section 18.7) which identifies the delivery body / partners, possible funding sources and likely timeframe for implementation (short-medium or longer term opportunities).

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

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

18.5 Summary of Masterplan next steps



18.6 Kidlington framework masterplan: Action Plan

Opportunity	Short-medium term	Longer term	Delivery body/ partners	Potential funding sources
Theme 1:Revealing Kidlington’s distinctive identity				
Develop branding strategy based on key assets	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Tourist Board Local businesses Network Rail	Capital and revenue budget Local businesses/ sponsorship
Public realm improvements/ public art	X		Cherwell District Council Kidlington Parish Council Local businesses	Section 106/CIL Capital and revenue budget Local businesses/ sponsorship Arts Council grants Lottery funding
Signage strategy and implementation	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	Section 106/CIL Capital and revenue budget Local businesses/ sponsorship
Establish circular walks linking village and canal and develop interpretation material	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Landowners Local groups and organisations	Section 106 Lottery funding Local businesses/ sponsorship Fund raising

Opportunity	Short- medium term	Longer term	Delivery body/ partners	Potential funding sources
Canal improvement strategy	X	X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Canal and River Trust Landowners Local groups and organisations Sustrans	Capital and revenue budget Section 106/CIL Lottery funding Local businesses/ sponsorship
Undertake landscape appraisal	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council	Capital and revenue budget
Review and promote appropriate development opportunities to strengthen village gateways		X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Landowners	
Theme 2: Strengthening the Village Centre				
Village centre masterplan and design guidelines including establishing working group and promoting appropriate development opportunities	X	X	Cherwell District Council Kidlington Parish Council Landowners Businesses	Capital and revenue budget Landowners/ businesses
Shop front improvements	X		Cherwell District Council Local business organisation Businesses/ property owners	Portas or other subsequent funding Capital and revenue budget Local businesses Potential BID

Opportunity	Short- medium term	Longer term	Delivery body / partners	Potential funding sources
Extended market and events programme	X		Cherwell District Council Kidlington Parish Council Kidlington Market Association/ local businesses Farmers/ Craft Market Organisers Local Economic Partnership (LEP)	S106 Contributions Capital and Revenue Budget Local businesses/ sponsorship Local Economic Partnership (LEP)
Establish Local Business Organisation	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	
Public realm improvements	X		Cherwell District Council Kidlington Parish Council Local businesses	Portas as other subsequent funding Section 106 Capital and revenue funding Local businesses/ developers
Public realm improvements on Oxford Road	X	X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	Section 106 Capital and revenue funding
Car parking survey and rationalisation	X		Cherwell District Council Kidlington Parish Council Local businesses	Capital and revenue funding

Opportunity	Short- medium term	Longer term	Delivery body/ partners	Potential funding sources
Theme 3: Supporting Community Needs				
Strategy for sport and recreation to assess the potential for relocation of sports facilities and expansion of Stratfield Brake	X	X	Cherwell District Council Kidlington Parish Council Sports clubs Local groups and organisation Community	Development value Section 106 Lottery funding Community Trusts
Improved community facilities linked to future development	X	X	Cherwell District Council Kidlington Parish Council Service providers Gosford Hill School Local groups and organisations	Capital and revenue funding Development value Section 106 Lottery funding
Exeter Close masterplan redevelopment to create multi-functional community hub	X	X	Cherwell District Council Kidlington Parish Council Existing occupiers CCG Community	Capital and revenue funding Section 106 Development value
Theme 4: Supporting future economic success				
Develop and implement a joined-up approach strategy for employment growth around Begbroke Science Park, Langford Lane and London Oxford Airport	X	X	Cherwell District Council Kidlington Parish Council Oxford City Council Oxfordshire County Council Local Economic Partnership Landowners/ developers Airport Occupiers	Development value Section 106 Business rates retention scheme

Opportunity	Short- medium term	Longer term	Delivery body/ partners	Potential funding sources
Improve linkages with station and village centre	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Transport operators	Section 106 Capital and revenue budget Local businesses/ sponsorship
Establish Business Partnership to encourage social integration with the village	X		Cherwell District Council Kidlington Parish Council Businesses Community	Section 106 Business contributions
Establish business centre	X		Cherwell District Council Businesses Community Landowners	Section 106 Capital and revenue Development value
Identification of longer term employment sites and promotion of growth sectors		X	Cherwell District Council Kidlington Parish Council Landowners Businesses	
Theme 5: Planning for sustainable growth				
Residential development strategy		X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Oxfordshire County Council Landowners Adjacent parishes and districts	

Opportunity	Short- medium term	Longer term	Delivery body/ partners	Potential funding sources
Local affordable housing needs assessment	X		Cherwell District Council Kidlington Parish Council Oxford City Council and adjoining authorities	Capital and revenue budget
Review development opportunities within village	X		Cherwell District Council Kidlington Parish Council Landowners/occupiers	
Promote appropriate rural exception sites	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Landowners	
Improve quality of existing homes and neighbourhoods	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Residents Groups	Community Land Trusts CIL Section 106

Opportunity	Short- medium term	Longer term	Delivery body/ partners	Potential funding sources
Theme 6: Integration and Connectivity				
Sustainable movement strategy for cycling and walking and bus improvements	X		Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Oxfordshire County Council Bus/ train operators Sustrans Businesses	Capital and revenue budget Section 106 CIL Operators Bus contributions
Oxford Road corridor transformation	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Oxfordshire County Council	Capital and revenue budget Section 106 CIL
Investigate potential for new station at Station Fields		X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Train operator/ Network Rail	Capital and revenue budget Development value Section 106

Appendices

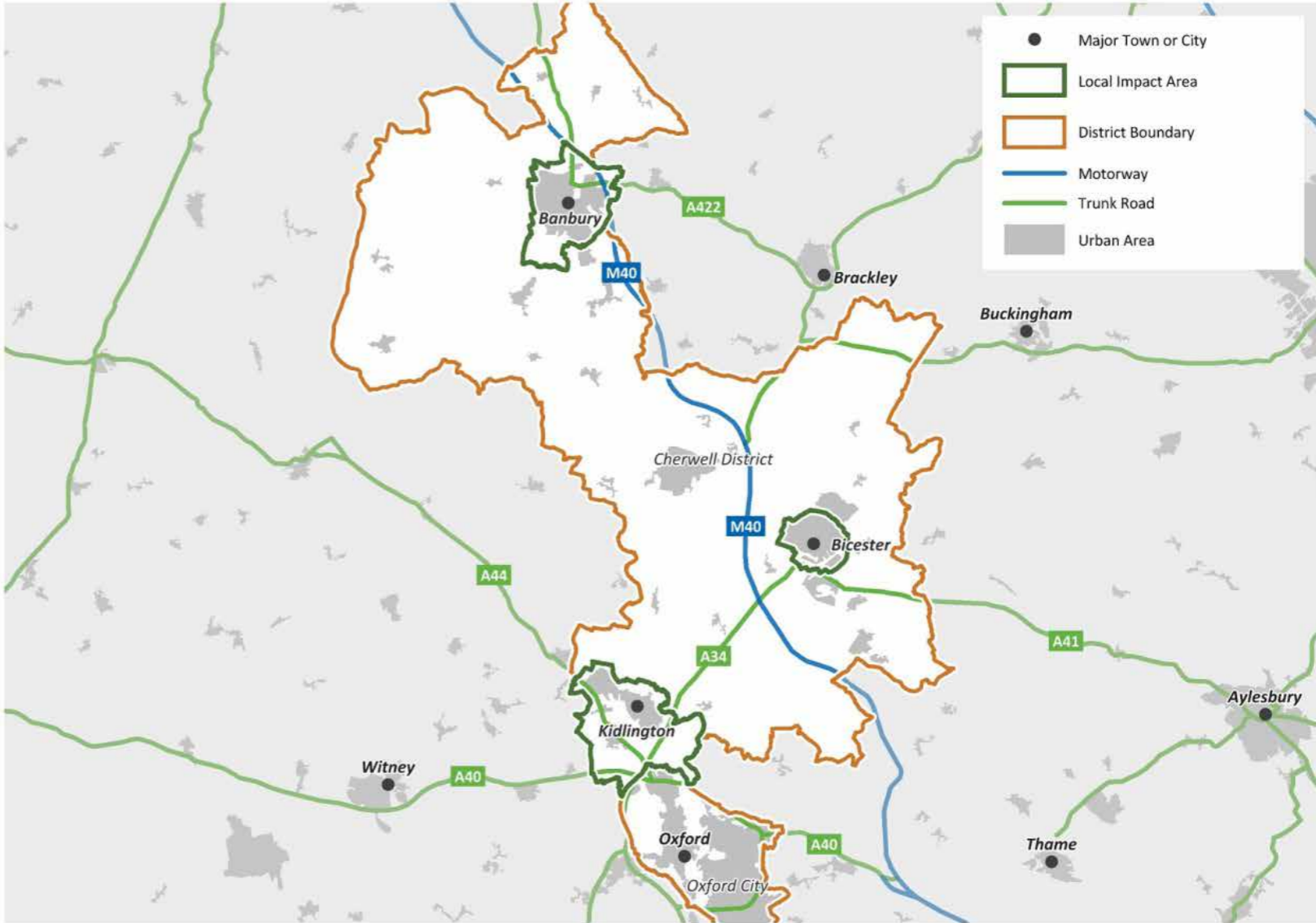
Appendix A

Socio economic geographies

The following are the key statistical geographies used to define Kidlington, Bicester, and Banbury (highlighted on the map as local impact areas). These have been agreed with Cherwell DC as presenting a best fit for these locations.

Statistical geographies	
Areas used	
Kidlington	Wards 2011: North Kidlington, South Kidlington, and Yarnton, Gosford and Water Eaton
Bicester	Wards 2011: Bicester East, Bicester North, Bicester South, Bicester Town, Bicester West
Banbury	Wards 2011: Banbury Calthorpe, Banbury Easington, Banbury Grimsbury and Castle, Banbury Hardwick, Banbury Neithrop, Banbury Ruscote
Cherwell	District: Cherwell
Oxford CC	District: Oxford

The geographies are illustrated in the next m



Context map

Appendix B

Kidlington, Yarnton and Begbroke Sites considered in Cherwell District SHLAA Update (August 2014)

Sites with Potential (within settlement)					
Site Ref	Address	Area (ha)	Constraints	Density (dph)	No Units
KI082	Builders Yard, The Moors	0.31	Impact on character of Conservation Area, ecology (Great Crested Newts)	41	13
Sites with Potential (outside settlement)					
Site Ref	Address	Area (ha)	Constraints	Density (dph)	No Units
KI095	Land at Gosford Farm	0.80	Green Belt Impact on historic farm buildings Affordable housing to north	38	33
KI103	Land at Stratfield Farm	10.2 ha (4.1 ha developable)	Urban encroachment towards Oxford Green Belt western part in Conservation Target Area and Biodiversity Priority Habitat impact on listed buildings	35	144
KI104	Land north of The Moors	21.6 (9 ha developable)	Green Belt Impact on landscape character, residential amenity, ecology, access	20	180
Rejected Sites					
Site Ref	Address	Reasons for rejection in SHLAA			
KI005	Kidlington Green Social Club	It is not considered that the site is suitable for residential development due to the need to protect the existing social use.			
KI007	Thames Valley Police HQ	The site is allocated for development in the Non-Statutory Local Plan for residential use, but the site is considered unavailable for development due to Thames Valley Police decision to remain on the site.			
KI009	Land to the west of Kidlington	The site is detached from the built up area, plus development here would cause coalescence between Kidlington and Yarnton and impact the identity of the settlements.			
KI013	Oxford Technology Park	The site is has been promoted for employment use and is therefore not considered available for residential development.			
KI018	Car park north of High St	The site is not being promoted for residential use.			
KI021	Car parks, Black Horse and Black Bull PH	The site is considered to have potential for residential development as part of a mixed use scheme. The site would need to come forward with the agreement of the landowner; however, there is no known interest at the current time.			
KI022	Land West of Webbs Way	The site was considered to have potential in the 2013 SHLAA for up to 30 dwellings but has been reappraised. The 2013 SHLAA considered that a 'high quality, low density scheme would be needed to protect or enhance the character and appearance of the historic environment, and prevent a detrimental impact on the Conservation Area'. The site lies in an important historic part of Kidlington within the Church Street Conservation Area. There are listed buildings within close proximity including the Grade II Dovecote End and Old Rectory, the Grade II* Dovecote, Grade II* Vicarage and Grade II Church Street Farmhouse. Whilst the development of the SHLAA site would appear to be achievable as an extension of the relatively modern development at Webb's Way, thereby continuing an established building line along the existing field boundary, development would result in the loss of an important gap within the Church Fields Character Area and would adversely affect the setting of the Conservation Area. There would also be some detrimental impact on the character of the Mill Street area to the south. Notwithstanding this, the site lies with the Green Belt and exceptional circumstances would need to be demonstrated for its release.			
KI023	Land at Gosford Bridge	This site is not considered to be suitable for residential development due to its severance from the main urban area by Bicester Road and the poor scope for providing development that is well linked and integrated with existing development.			
KI024	Land adjacent Oxford Spires Business Park	The site would not be suitable for residential development as it is situated next to the business park and the airport, which is away from the main amenities of the village and would appear detached from the existing neighbourhoods.			
KI025	Campsfield House, Evenlode Cres	The site has not been confirmed as available and has therefore been rejected at this stage.			

KI080	Land to east and south of Webbs Way	Site access appears to be constrained without demolition of existing properties on Webb's Way, which is outside the site boundary. The site was promoted in 2007 but availability has not been confirmed as part of the SHLAA and therefore the site has been rejected at this stage.
KI081	Land north of The Moors, Briar End & Lamb's Close	The site has been superseded by new site KI104.
KI083	Car park rear of Co-op, High St	This site has had permission for flats in the car park of the existing supermarket, but this has since expired. There is currently no expectation of housing delivery, but it remains a site with housing potential. This site might become available again in the future.
KI084	Red Lion PH	Site availability has not been confirmed; therefore the site has been rejected at this stage.
KI085	Ambulance Station	The site has not been confirmed as available and has therefore been rejected at this stage.
KI086	Land at Langford Lane	The site is considered to be unsuitable for residential development due to the surrounding land uses of employment generating development. The site is distinct and separate from the existing residential areas of Kidlington, on the opposite side of the Oxford Canal and the railway. The site is situated within what appears to be a high quality, modern industrial estate. The loss of employment space within this area and the unsuitable living environment are considered to remove any residential potential.
KI087	Land at Stratfield Farm	The site has been superseded by new site KI103.
KI089	Langford Lane	The site is considered to be unsuitable for residential development due to the surrounding land uses of employment generating development. The site is distinct and separate from the existing residential areas of Kidlington, on the opposite side of the Oxford Canal and the railway. The site is situated within what appears to be a high quality, modern industrial estate. The loss of employment space within this area and the unsuitable living environment are considered to remove any residential potential.
KI089	Langford Locks	The site is considered to be unsuitable for residential development, as it is located within an established employment area and surrounded by industrial/employment uses, which are considered to be incompatible with a living environment. Development would also result in the loss of employment land. The site is located on the edge of the village, over 1km from the town centre, with the nearest dwellings approximately 400 metres away, on the other side of Oxford Canal and the railway.
KI090	Site BB, Station Field Industrial Estate	The site has planning permission for employment use and is not considered suitable for residential development.
KI092	Garage block, Marlborough Ave	Site availability has not been confirmed and the site is considered too small for the study threshold of 10+ dwellings.
KI096	Land East of Water Eaton Lane/ west of A34	The site is within the floodplain and is therefore not considered suitable for development.
KI097	Land between Bicester road and A34	The site is removed from the built up area of Kidlington by the severance of A4260 Bicester Road and therefore is not considered to represent a suitable site that could be integrated into the existing settlement.
KI099	Former Blenheim Centre	The development of the site is not considered acceptable. The trees on the site are protected by a TPO and are of important visual amenity value.
KI100	Land at Langford Locks	The site is not considered to be suitable for residential development. The site could be suited for employment uses in connection to the Station Field Industrial Estate. However, this would have an impact on the current natural setting of the canal at Roundham Bridge, uses related to canalside activities would help improve access and views to the canal which is already limited in Kidlington by properties backing onto it.
KI101	Rectory Farm, Church St	The site lies adjacent to an important historic part of Kidlington and is partly within the Church Street Conservation Area. The site includes SHLAA site KI022. There are listed buildings within close proximity including the Grade II Dovecote End and Old Rectory, the Grade II* Dovecote, Grade II* icycle and Grade II Church Street Farmhouse. It also includes a Listed out-building and parts of the curtilages of the Listed Buildings at 54-58 Church Street. Approximately half of the site is situated within Flood Zones 2 & 3 and within a potential Biodiversity Action Plan Priority Habitat (probably improved grassland). A public footpath runs north/south through the site affording views across countryside to the east and which, in the northern part of the site, lies within the Conservation Area. Development would result in the loss of an important gap within the Church Fields Character Area and would adversely affect the setting of the Conservation Area. There would also be some detrimental impact on the character of the Mill Street area to the south. There is likely to be adverse landscape impact and development in the Flood Zone is unlikely to be appropriate in this location. There would also be adverse impact on the amenity value of the Public Right of Way. Notwithstanding this, the site lies with the Green Belt and exceptional circumstances would need to be demonstrated for its release.
KI102	Land between Bicester Road and A34 (T) Gosford	The site is removed from the built up area of Kidlington by the severance of A4260 Bicester Road and therefore is not considered to represent suitable site that could be integrated into the existing settlement.
BE001	Land south of Begbroke Lane	The site is detached from the built up area, plus development here would cause coalescence between Kidlington and Begbroke and impact the identity of the settlements.

BE003	Land north of Begbroke Lane	The site is considered to be unsuitable for residential development there would be direct risk of coalescence between Begbroke and Kidlington. Any development on the site would harm the identity of Begbroke.
BE004	Land at Begbroke, Land East of A44, North of Yarnton	The site is considered to be unsuitable for residential development as the site is disconnected from the existing villages of Begbroke and Yarnton, and Begbroke itself is already bisected by the A44 so integration with the village, particularly the historic core, would be difficult to achieve. The site lies beyond the Rowel Brook which currently acts as a boundary to the development along Fernhill Road. Development of this site would lead to coalescence with Yarnton.
BE006	Hall Farm, Spring Hill Road	The site has not been confirmed as available and has therefore been discounted at this stage.
BE008	Builders Yard, Begbroke	The site is considered to be unsuitable for residential development there would be direct risk of coalescence between Begbroke and Kidlington. Any development on the site would harm the identity of Begbroke.
YA001	Land to the south of Sandy Lane	Development of this site is unsuitable due to relationship with the built form of the village and risk of coalescence with Kidlington.
YA003	Yarnton Waste Water Treatment Works	The site is unsuitable for development because it is so remote that any development would have a poor relationship with the existing village. Plus, access is unsatisfactory and would severely constrain development potential. Furthermore, there is likely to be contaminated land issues, given the previous use of the site.
YA021	Yarnton Nurseries, Sandy Lane	Residential would also be a more intensive built form of development and would have more of a coalescing effect by bringing the residential area of Yarnton significantly nearer to the already close Begbroke Science Park and Begbroke village. The construction of the new access road has had some urbanising effect but this does make appropriate the infilling of gaps between Yarnton and the road because of the wider impact in terms of coalescence and erosion of village identity. Redevelopment of this site would also result in the loss of significant employment land.
YA030	Land east of Woodstock Road	The site is not considered to be suitable for residential development. The relatively isolated location of this site would make it difficult to achieve an integrated living environment particularly given the adjoining A44 (dual carriageway) which separates the site from the other side of the village. It may also establish a precedent for additional ribbon development along this side of the dual carriageway extending northwards to meet the existing edge of built up development.
YA033	Land adjacent to the existing Begbroke Science Park and of Sandy Lane, Begbroke and Yarnton	The site is not considered suitable for development as the site plays a key role in maintaining the separation of Kidlington, Begbroke and Yarnton. The site would be a large extension to the open countryside and would lead to coalescence of the surrounding settlements.
YA036	Land off Sandy Lane/Yarnton Lane	It is not considered that the site is suitable for residential development due to its close proximity to the railway line therefore it is likely that any proposals on the site would be affected by the rail traffic. The site is partially within Flood zone 3 and access is unsatisfactory and would severely constraint development potential.

Appendix C

Kidlington- Infrastructure Delivery Plan (Cherwell Local Plan, 2015)

No.	KIDLINGTON AND RURAL AREAS Projects	Main aim	Priority Critical Necessary Desirable	Phasing SI 2012- 2016 MI 2016 - 2021 LI 2021 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP, LTP policies)	LP site policy	Source	Delivery status
Transport & movement											
1	London Oxford Airport	Supporting economic growth of employment clusters such as the one formed by the Oxford London Airport and Langford Lane Industrial estate.	Critical	TBC	TBC	TBC	DfT Airport Operator OCC CDC Private sector developers	Local Plan: Improved Transport and Connections (SLE 4)	Kidlington 1: Accommodating High Value Employment Needs (1A.Langford Lane / London Oxford Airport)	Local Plan	To be progressed through the Local Plan Part 2, liaison with Airport operator and existing business at the airport and Langford Lane.
3a	Oxford Parkway - New station at Water Eaton as part of the East West Rail Phase 1 (Evergreen 3 project) The station will be served every 30 minutes by trains running in both directions between Oxford and London Marylebone. The station will serve Kidlington and nearby villages.	Supporting economic growth and new homes with better access to the national rail network.	Desirable	Short Term	Secured	Secured	East West Rail Consortium Network Rail DfT OCC	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy BI14	Kidlington/Water Eaton Non-strategic sites to be identified in the Local Plan Part 2	East West Rail Consortium Project Progress update 30 October 2013	10/00023/TWA approved, discharge of condition with CDC 13/00281/DISC Expected delivery in August 2015
3b	Improved Park & Ride and highway to support the new stations				c.150K	TBC	OCC Private sector developers			OCC	TBC
4a	Integration of bus and rail transport: Extending the existing Oxford Plus bus zone to include Water Eaton station	Ensuring delivery of high quality public transport. Integration of rail and bus transport	Desirable	Short term	TBC	TBC	OCC Bus operators	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy KI6, KI9	Kidlington/Water Eaton Non-strategic sites to be identified in the Local Plan Part 2	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
4b	Integration of bus and rail transport: Bus link to the rail network (probably via Water Eaton station)	Ensuring delivery of high quality public transport. Integration of rail and bus transport	Necessary	Short term	TBC	TBC	OCC Bus operators	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy KI5, KI9	Kidlington/Water Eaton Non-strategic sites to be identified in the Local Plan Part 2	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
4c	Direct bus services from Kidlington and/or Water Eaton to serve Oxford's Eastern Arc	Ensuring delivery of high quality public transport. Integration of rail and bus transport	Necessary	Short term	TBC	Secured	OCC Other District and City Councils Bus operators	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy KI5, KI6, KI8	Kidlington/Water Eaton Non-strategic sites to be identified in the Local Plan Part 2	LTP3	Funding secured through Local Sustainable Transport Fund
5	Improving the level of public transport to and from London Oxford Airport	Ensuring delivery of high quality public transport.	Necessary	Short term	c. £400K	TBC	OCC Bus operators Airport operator	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy KI7	Kidlington 1: Accommodating High Value Employment Needs (1A.Langford Lane / London Oxford Airport)	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
6	Implementation of a bus lane on Bicester Road (C43) using additional land rather than just existing highway	Ensuring delivery of high quality public transport.	Necessary	TBC	TBC	TBC	OCC Bus operators	Local Plan: Improved Transport and Connections (SLE 4) Local Transport Plan: LTP3 Policy KI15, KI16, KI17, KI18	Kidlington Non strategic sites to be identified in the Local Plan Part 2	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan

No.	KIDLINGTON AND RURAL AREAS Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2012- 2016 Mt 2016 - 2021 Lt 2021 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP, LTP policies)	LP site policy	Source	Delivery status
7a	Accessing Oxford - Northern Approaches	To improve capacity of highway network and reduce traffic congestion	Necessary	Short term	c. £19m	c. £430K	OCC HA District Councils Private sector developers	Local Plan: Improved Transport and Connections (SLE 4)	Kidlington Non strategic sites to be identified in the Local Plan Part 2	OCC	TBC
7b	Potential road link between A40 and A44 (Part of the above)		Necessary	Short term						OCC	TBC
8a	Road network improvements: Remedial road safety measures such as installing Vehicle Active Signage; build outs or lining/surface measures to address speeding	To improve highways safety	Necessary	TBC	TBC	TBC	OCC Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington	Kidlington Non strategic sites to be identified in the Local Plan Part 2 Neighbourhood Plans	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
8b	Road network improvements: Remove clutter and ensure the routing is correct on the strategic road network particularly from the A44, A40 and A34 of signage to Kidlington	To improve highways safety	Necessary	TBC	TBC	TBC	OCC Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington	Kidlington Non strategic sites to be identified in the Local Plan Part 2	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
9	Joining up the riding network across the wider area using public rights of way so that routes for commuting and recreation are improved;	Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists	Desirable	TBC	TBC	TBC	OCC Parish Council Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy K11, K12, K13, K14	Kidlington Non strategic sites to be identified in the Local Plan Part 2	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
10	Linking Kidlington to the proposed railway station at Water Eaton to promote the opportunity for cycling and walking	Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists	Necessary	TBC	TBC	TBC	OCC Parish Council Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy K12, K13, K14	Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Non strategic sites to be identified in the Local Neighbourhoods DPD, Neighbourhood Plans	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
11	Improving cycling and walking links to the Langford Lane area and shopping facilities in the centre of Kidlington.	Improving cycling and walking Provide sustainable movement routes for pedestrians and cyclists	Necessary	TBC	TBC	TBC	OCC Airport operator Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy K12, K13, K14	Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park)	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan

No.	KIDLINGTON AND RURAL AREAS Projects	Main aim	Priority Critical Necessary Desirable	Phasing SI 2012- 2016 Mt 2016 - 2021 Lt 2021 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP, LTP policies)	LP site policy	Source	Delivery status
12	Improvements of footways: widening, resurfacing, dropped kerbs and new or improved crossing points, which will contribute to greater containment and thus support their vitality and economic success, including the business parks and London Oxford Airport.	Improving cycling and walking Provide sustainable movement routes for pedestrians and cyclists	Necessary	TBC	TBC	TBC	OCC Airport operator Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy KI1	Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Policy Kidlington 2: Strengthening Kidlington Village Centre	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
13	Pedestrianisation of part of the High Street, wider footways and pedestrian crossings.	Improving public realm	Necessary	TBC	TBC	TBC	OCC CDC Parish Council Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy KI1	Kidlington 2: Strengthening Kidlington Village Centre	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
14a	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites including London Oxford Airport and the proposed rail station at Water Eaton.	Necessary	Necessary	TBC	TBC	TBC	OCC CDC Airport operator Private sector developers	Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington Local Transport Plan: LTP3 Policy KI1, KI2, KI3, KI4	Kidlington/Water Eaton Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Policy Kidlington 2: Strengthening Kidlington Village Centre	LTP3	To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan
18	Expansion of secondary school capacity by approximately 220 places- Location depends on the distribution of rural housing	Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education	Critical	Medium to Long term	c.£3.89m for 11-16 with further c.£276K for 15 sixth form pupils	TBC	OCC Schools	Local Plan: Meeting education needs (BSC7)	Non strategic sites to be identified in the Local Plan Part 2 Neighbourhood Plans	OCC	Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work.
19	SEN Expansion of provision based on approximately 1% of additional pupils attending SEN schools. Across all Cherwell, this is currently estimated as approximately 60 pupils.	Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education	Critical	Medium to Long term	c. £31.3K per SEN pupil	TBC	OCC Schools	Local Plan: Meeting education needs (BSC7)	Non strategic sites to be identified in the Local Plan Part 2 Neighbourhood Plans	OCC	Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work.
20a	Early Years Seek additional space within new community facilities and/or schools to allow for delivery of Children's Centres services and early years provision.	Early years provision to match the needs of residents and businesses.	Necessary	TBC	TBC	TBC	OCC Schools	Local Plan: Meeting education needs (BSC7)	Non strategic sites to be identified in the Local Plan Part 2 Neighbourhood Plans	OCC	Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work.

No.	KIDLINGTON AND RURAL AREAS Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2012- 2016 Mt 2016 - 2021 Lt 2021 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP, LTP policies)	LP site policy	Source	Delivery status
29b	Kidlington Green Spaces Strategy 2008 Identified existing deficiencies to 2026: Rural 0.4 ha park ideally on the northern outskirts of Kidlington 0.1 ha natural/semi-natural green space 0.2 ha amenity open space These were partially updated in the Open Space update 2011 Natural/semi-natural green space - 2.87ha Parks and gardens - 11.69 ha	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	Cost/provision to be determined once sites identified in the Local Plan Part 2 or Neighbourhood Plans	TBC	Parish Councils CDC Private sector developers	Local Plan: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	Kidlington and rural areas Villages 4 - Meeting the Need for Open Space, Sport and Recreation Non strategic sites to be identified in the Local Plan Part 2	Local Plan Green Space Strategy 2008 Open Space Update 2011	To be delivered through: • Development sites through the planning application process in accordance to Local Plan requirements and Tables 8 and 9 • New provision by public bodies or organisations • Public access agreements to privately owned sites Local Plan Part 2 will include allocations to help address deficiencies in open space sport and recreation for the plan period
31b	Kidlington Playing Pitches Strategy and Green Space Strategy Identified existing deficiencies to 2026: 1 adult football pitch 4 junior football pitches 5 mini-soccer pitches These were partially updated in the Open Space update 2011 and Playing Pitch Strategy 2008 1 junior football pitch The above represent needs to 2026. Future needs will be updated.	Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC	TBC	CDC Parish councils Private sector developers Sports clubs and organisations Schools	Local Plan: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	Kidlington and rural areas Villages 4 - Meeting the Need for Open Space, Sport and Recreation Non strategic sites to be identified in the Local Plan Part 2	Local Plan Playing Pitch Strategy 2008 Green Spaces Strategy 2008 Open Space Study Update 2011	To be delivered through: • Development sites through the planning application process in accordance to Local Plan requirements and Tables 8 and 9 • New provision by public bodies or organisations • Public access agreements to privately owned sites • Dual use agreements for community access to school facilities Local Plan Part 2 will include allocations to help address deficiencies in open space sport and recreation for the plan period
32	Explore the potential of a "Movement Network" - link open spaces together at Kidlington. There is the potential to explore a movement network addressing accessibility and habitat fragmentation through the emerging Kidlington Framework Masterplan and Local Plan Part 2	Address the fragmentation of natural environment by improving/providing green infrastructure corridors and increase accessibility of open spaces.	Desirable	Short to Long term	TBC	TBC	CDC Parish Council Private sector developers	Local Plan: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	Village 4 - Meeting the needs for Open Space, Sport and Recreation Non strategic sites to be identified in the Local Plan Part 2	CDC Internal	TBC
33	Explore the potential for improvements to the Canal corridor at Kidlington. This is an aspiration in the emerging Kidlington Framework Masterplan	Improving/providing green infrastructure corridors and increase accessibility of open spaces.	Desirable	Short to Long term	TBC	TBC	CDC Parish Council Private sector developers	Local Plan: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	Village 4 - Meeting the needs for Open Space, Sport and Recreation Non strategic sites to be identified in the Local Plan Part 2	CDC internal Local Plan	TBC
34	Proposals for development to achieve a net gain in biodiversity. To be secured as part of development throughout Kidlington and Rural Areas	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, protection and creation	Necessary	Short to Long term	TBC	To be funded by securing development contributions	CDC OCC BBOWT Private sector developers	Local Plan: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17)	Kidlington and Rural areas Non strategic sites to be identified in the Local Plan Part 2	CDC internal Local Plan	To be progressed further through the Local Plan Part 2 and Neighbourhood Plans work.

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