

The Cherwell Local Plan 2011 – 2031 (Part 1)
Partial Review – Oxford's Unmet Housing Need

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DRAFT FOR EXECUTIVE



Options Consultation

November 2016

Cherwell Local Plan Part I - Partial Review - Options Consultation

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I Introduction

What is the purpose of this consultation?

1.1 We are consulting on development options for how we help to meet Oxford's housing needs. We would like your views and contributions.

1.2 This consultation paper is not a plan but it sets out the current options we are considering for preparing a Partial Review of our Local Plan. There may be others we need to consider and options we have identified so far may need refinement.

1.3 In July 2015 we adopted the Cherwell Local Plan Part I which plans for growth to fully meet Cherwell's development needs to 2031.

1.4 In the Local Plan we committed to work which seeks to address the unmet objectively assessed housing need from elsewhere in the Oxfordshire Housing Market Area (HMA), particularly from Oxford City.

1.5 All of Oxfordshire's rural district Councils, together with the County Council, have accepted that Oxford cannot fully meet its own housing needs principally because the city is a compact, urban area surrounded by designated 'Green Belt'. Inappropriate development in the Green Belt is not permitted unless there are very special circumstances. The National Planning Policy Framework ⁽¹⁾ makes clear that land can only be released from the Green Belt through a Local Plan review where there are exceptional circumstances.

1.6 The Oxfordshire Councils collectively committed to consider the extent of Oxford's unmet need and how that need might be sustainably distributed to the neighbouring districts so that this can be tested through their respective Local Plans.

1.7 The Cherwell Local Plan states (para. B.95), "...If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District...".

1.8 In January 2016, we published a consultation paper which highlighted issues that we felt may need to be considered in undertaking a Partial Review of the Local Plan. We invited comments, discussion of the issues, and made a 'call for sites' that might be appropriate to develop to help meet Oxford's housing needs. We are publishing a Statement of Consultation alongside this Options Paper which summarises the issues raised during that consultation. It includes the outcome of workshops held with our Town and Parish Councils/Meetings and highlights that an initial meeting was held with neighbourhood groups from the northernmost part of Oxford. We are also publishing the representations and site submissions we received in response to the issues consultation paper and the 'call for sites'.

1.9 On 26 September 2016, the Oxfordshire Growth Board (a Joint Committee of all the Oxfordshire Councils) decided on an apportionment of approximately 15,000 homes to the district and city councils⁽²⁾. Cherwell District has been asked to consider the accommodation

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² South Oxfordshire District Council did not agree to the apportionment

of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes).

1.10 The Partial Review of the adopted Cherwell Local Plan 2011-2031 can only relate to Cherwell District and it is not for us to consider potential developments in other districts. However, we continue to work co-operatively with all of the Oxfordshire Councils on strategic and cross-boundary matters where they arise.

1.11 This 'Options' consultation paper has been prepared to engage with local communities, partners and stakeholders on how Cherwell might accommodate the 4,400 homes decided upon by the Oxfordshire Growth Board. We would like your views on how and where we should seek to accommodate the additional housing development and whether 4,400 homes is the appropriate number of homes we should be looking to accommodate. To help with this, our consultation paper sets out the options we have identified so far, the work we have undertaken to date and the work that will follow.

1.12 The Council is still preparing evidence and testing options at this 'Regulation 18' stage ⁽³⁾ of this 'Partial Review'. The responses to this consultation will be an important part of that process. Having previously consulted on issues, we once again wish to ensure that a wide cross-section of views are obtained in identifying and examining the development options.

1.13 Some contextual information that was included in the earlier Issues Paper has been reproduced in this options paper where appropriate. However, we would encourage

you to revisit the Issues Paper if you require further information. The Issues Paper is available on-line. ⁽⁴⁾

1.14 That Issues Paper also provided some information on the national requirements we must comply with in preparing Local Plans. Further information on the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG) is available on-line. ⁽⁵⁾

Why should Cherwell accommodate additional housing to meet needs arising from elsewhere in Oxfordshire?

1.15 The Government's National Planning Policy Framework places requirements on Councils in preparing their Local Plans. It requires Councils as Local Planning Authorities to:

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

3 <http://www.legislation.gov.uk/uksi/2012/767/contents/made>

4 <http://www.cherwell.gov.uk/index.cfm?articleid=11346>

5 <http://planningguidance.communities.gov.uk/>

- to produce Local Plans in accordance with a statutory Duty to Cooperate
- to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

1.16 The Oxfordshire Strategic Housing Market Assessment (2014) is available alongside this Options Paper. It identified that there is a very high level of housing need to be met across the county. Delivering new homes to meet needs is important to support the county's growing population, to provide choice and access to the housing market, to increase the supply of affordable homes and 'starter' homes, to support Oxfordshire's economic growth prospects and to assist the creation of new job opportunities.

1.17 Having considered the need for housing, the Government appointed Planning Inspector who examined the 'soundness' of the Cherwell Local Plan Part I noted (in paragraph 62 of his report):

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

1.18 His Non-Technical Summary records:

"Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the

city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined".

Duty to Cooperate

The Localism Act 2011 introduced a statutory Duty to Cooperate for local authorities in preparing their Local Plans. Authorities must engage constructively, actively and on an on-going basis. The National Planning Policy Framework states that joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas.

What commitment has Cherwell made?

1.19 In preparing the adopted Local Plan, and as a result of the Inspector's recommendations following the Local Plan Examination, the Council made the following commitment:

Cherwell's Commitment - Para. B.95 of the Adopted Local Plan

"Cherwell District Council will continue to work under the 'Duty to Co-operate' with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire Housing Market Area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014). As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan. Cherwell District Council recognises that

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

What are the 'Oxfordshire Growth Board' and the 'Oxford and Oxfordshire City Deal'?

1.20 The Oxfordshire Growth Board is a Joint Committee which, on behalf of the Oxfordshire Local Enterprise Partnership or 'OxLEP' is charged with the delivery of projects agreed in the 'Oxford and Oxfordshire City Deal' and 'Local Growth Deals'.

1.21 The Growth Board includes the local authorities within the OLEP area, namely Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. These are the core, voting members. It also includes co-opted, non-voting members. These are the Oxfordshire Local Enterprise Partnership (OxLEP), the Oxfordshire Skills Board, Oxford Universities, the Homes and Communities Agency, the Environment Agency, Network Rail and Highways England.

1.22 Local Enterprise Partnerships (LEPs) are voluntary partnerships between local authorities and businesses.

1.23 The 'Oxford and Oxfordshire City Deal' (2014)⁽⁶⁾ is an agreement between the local authorities in Oxfordshire, OxLEP and the Government on what the region will do to support economic growth.

1.24 'Local Growth Deals' provide funds for the LEPs that benefit the local area and economy.

1.25 The Oxfordshire LEP (OxLEP) has a Strategic Economic Plan (SEP). It focuses on priority localities at 'Science Vale', a important centre for scientific research in

6 <http://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire>

the south of the county; Oxford; and Bicester - investment centres forming a 'Knowledge Spine' along which further economic growth is to be encouraged. This year, OxLEP has consulted on a 'refresh' of the SEP which maintains the principal spatial focus on Oxfordshire's Knowledge Spine as the main location for housing and employment growth but which also encourages and supports projects in market towns and rural areas which support the objectives of the SEP and are well connected to the Knowledge Spine (and elsewhere).

1.26 Cherwell is also in the South East Midlands LEP (SEMLEP). The aim of its Strategic Economic Plan is to deliver the necessary infrastructure to enable new homes to be built; to provide support to new and existing businesses to enable them to grow; to encourage inward investment; and to ensure that young people improve their skill levels to offer what businesses in the area are seeking.

What countywide work has been undertaken?

1.27 Through the Oxfordshire Growth Board, the six Oxfordshire Councils have worked together since November 2014 and, under the legal 'Duty to Cooperate', on the following matters:

- an understanding of the urban capacity of Oxford and the level of unmet housing need
- a Green Belt study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts
- the sustainability testing of spatial options / areas of search to help inform the apportionment or distribution of unmet housing need to the district and city councils

- a transport assessment of the spatial options / areas of search
- an education infrastructure assessment of the spatial options / areas of search.

1.28 This work was considered by the Oxfordshire Growth Board at a meeting on 26 September 2016 in determining the apportionment of Oxford's unmet housing need to the individual district councils. It helps inform the Partial Review of the Local Plan Part I but as non-statutory work, it does not bind the Council to a prescribed approach for accommodating additional housing and cannot replace the statutory plan-making process that must be undertaken by each Local Planning Authority.

1.29 The Duty to Cooperate is an on-going requirement and the Oxfordshire authorities continue to work together on related work. This presently includes:

- a high-level piece of work to consider the potential cumulative effects of development across the county on European Union protected areas of nature conservation
- An Oxfordshire Infrastructure Strategy
- A county-wide Water Cycle Strategy

How is the Partial Review of the Local Plan Part I being prepared?

1.30 The Partial Review of the adopted Local Plan is our statutory process for considering how Cherwell makes its contribution to Oxford's identified, unmet housing need. The Partial Review will effectively be an Addendum to the adopted Cherwell Local Plan Part I (2011-2031) – it will sit alongside it and form part of the statutory Development Plan for the district. The Partial Review must be a 'sound' document in its own right. It must be **prepared positively** to meet needs and achieve sustainable development; it must be

justified having regard to reasonable alternatives and proportionate evidence; it must be **effective** having regard to joint working and cross-boundary priorities; and, it must be **consistent with national policy** in enabling the delivery of sustainable development.

1.31 The Partial Review must therefore be supported by robust evidence, thorough community and stakeholder engagement and consultation, its own separate Sustainability Appraisal process and an Infrastructure Delivery Plan. Evidence is being produced on matters related to the environment, landscape, transport, land availability, site suitability and deliverability. Constraints and opportunities need to be assessed. The synergistic and cumulative impacts of potential developments will need to be considered. There will need to be compliant with all legal requirements including for the Duty to Cooperate, Sustainability Appraisal and those within the Habitats Regulations.

1.32 The Partial Review has a specific focus and it is not a wholesale review of Local Plan Part I. The vision, aims and objectives, spatial strategy and the policies of the Local Plan Part I will guide development to meet Cherwell's needs to 2031. The Partial Review focuses specifically on how to accommodate additional housing and associated supporting infrastructure within Cherwell in order to help meet Oxford's housing need.

1.33 Following consultation on this options paper, and having already consulted on issues, we will review the comments we receive, complete our evidence base and prepare a proposed plan. The proposed document will be published with supporting evidence in order invite further comments (representations) before it is submitted to the Government for public examination.

Only when that examination has been completed will the Review proceed to final adoption by the Council.

What are we consulting on now?

1) The level of housing we are being asked to accommodate - 4,400 homes

1.34 While we have an identified level of housing we need to seek to deliver, we must test whether this level of development would be sustainable and deliverable through our Local Plan process. We would like your views on this and we are making the Oxfordshire Growth Board papers available alongside this consultation to assist.

2) Draft vision and objectives

1.35 Having previously consulted on issues, we are presenting our initial thinking on a draft vision and objectives for helping to meet Oxford's unmet housing needs. These will evolve as further evidence is produced and in response to consultation on this Options Paper.

3) 'Areas of Search'

1.36 As part of our on-going assessment of options, we have identified 'Areas of Search' across the whole district in order to help structure the process for determining the most sustainable locations for accommodating housing for Oxford. We have examined the whole district because our draft vision and objectives are not fixed and must continue to be tested. Furthermore, although the housing need arises from Oxford, there exists an Oxfordshire wide housing market area.

1.37 The Areas of Search have been identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, site

submissions that we have received and 'focal points' or nodes that might be developable. We are publishing initial evidence that supports the assessment undertaken so far and which includes consideration of the relationship to Oxford as well as the potential social, economic and environmental effects of additional development on Cherwell. The findings tell us which of the Areas of Search are presently emerging as the most sustainable options. We would welcome your views on the findings. The sustainability appraisal of the Areas of Search may change in response to the comments we receive and further evidence.

4) Potential Strategic Development Sites

1.38 We are publishing details of all the areas of land that are presently being considered as possible strategic development sites for accommodating housing for Oxford. This Options Paper includes details of sites that meet a minimum size criterion for considering strategic development (two hectares) in order to identify sites that potentially could accommodate at least 100 homes. We would like your views of these sites, particularly on which you consider would be sustainable and deliverable for meeting Oxford's needs.

1.39 Alongside the consultation paper we are also publishing all the representations and site submissions received in response to our earlier issues consultation. We would welcome any comments on what has been submitted to us. In the interest of completeness, we are, at the same time, publishing representations and submissions made in response to a parallel issues paper that we consulted upon for a separate Local Plan Part 2 (not the Partial Review) which will focus on non-strategic sites and development management policies. The reason for this is that some of the sites

submitted to that process may be potentially suitable to meet Oxford's needs. Again, any comments would be welcome.

1.40 Having undertaken assessments of the Areas of Search, we have also produced more detailed transport and sustainability work for the potential strategic development sites that lie within those Areas of Search that are presently emerging as the most sustainable. Your comments will help us review these initial findings and determine whether our options need to be refined and whether detailed assessment of sites in other Areas of Search will be required.

5) Our emerging evidence base

1.41 We would welcome comments on the evidence that we have produced so far in case any refinement is necessary and to help us determine what additional evidence might be required. The production of evidence is on-going. We later clarify which evidence has informed this Options Paper and what evidence is currently expected to follow.

How can you comment?

1.42 We would encourage all interested parties to respond to this consultation whether you live, work, or have an interest in, Cherwell or Oxford; also, whether you represent a local community, business, developer, landowner or interest group. The ways in which comments can be provided and our contact information are provided below.

Providing your comments

Our consultation documents are published on-line at:
www.cherwell.gov.uk/PlanningPolicyConsultation

We ask questions throughout this Options Paper and these are brought together in Section 10.

Please email your comments to:
PlanningPolicyConsultation@cherwell-dc.gov.uk

Or send by post to:
Planning Policy Consultation, Planning Policy Team, Strategic Planning and the Economy,
Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA

Your comments should be headed 'Partial Review Options Consultation'

A response form is available to download which can be emailed or posted.

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return. Acknowledgements by post should be received within five working days of your response being received.

If you do not receive a written acknowledgement, please contact the Planning Policy team on 01295 227985 to ensure that your comments have been received.

2 The Oxfordshire Context

What is the Level of Housing Need?

2.1 To provide necessary context for this Options Paper, we summarise below the housing need position that we explained in our earlier Issues Paper, feedback we received to the consultation on that Paper, and then set out the up-to-date position on the co-operative working that has taken place across Oxfordshire.

2.2 The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 provides an objective assessment of need (OAN) for housing in the Oxfordshire market area to 2031. The SHMA does not apply environmental or other constraints to the overall assessment of need, nor does it set the Local Plan housing requirements. Once the objective assessment of need has been identified, the Local Plan must examine whether that need can be fully met. The SHMA examines population and household projections and considers whether adjustments are needed to take into account the need to deliver affordable homes, to address past under-provision or improve affordability, and to support the expected growth in jobs. The SHMA is available to view alongside this consultation paper.

2.3 The SHMA was scrutinised in relation to Cherwell's housing needs during the public examination of the adopted Cherwell Local Plan 2011-2031 (Part I). Table I below summarises the SHMA's overall conclusions on housing need across Oxfordshire.

Table I Objectively Assessed Housing Need per Local Authority, 2011-2031 (Source: Oxfordshire SHMA 2014, adapted)

	Housing Need Per Year (Net) (2011 - 2031)	Midpoint of Range	Total to 2031
Cherwell	1090 - 1190	1140	22,800
Oxford	1200 - 1600	1400	28,000
South Oxfordshire	725 - 825	775	15,500
Vale of White Horse	1028	1028	20,560
West Oxfordshire	635 - 685	660	13,200
Oxfordshire	4678 - 5328	5003	100,060

2.4 Table I shows that the mid-point housing need for Oxford City is 28,000 homes from 2011-2031. Some of the consultation responses we received to our earlier issues consultation questioned whether Oxford's mid-point SHMA figure was the right one to be considering. Views were expressed that the SHMA's findings should be challenged; that the SHMA methodology was flawed, that Cherwell Local Plan already plans for a higher amount of population change than the 'natural increase'; that the mid-point of the need identified was not appropriate because Government policy seeks to 'boost significantly' the supply of housing; and, that Cherwell might also be asked to accommodate unmet need from London.

2.5 We have noted these comments, but are mindful that the Oxfordshire SHMA was commissioned jointly by the Oxfordshire Councils. It was prepared in accordance with government guidance and was appropriately

challenged by the Oxfordshire councils during production. It has / is being used by each authority in completing / progressing their local plans. The mid-point figure has been used by the Oxfordshire Growth Board as an appropriate, objective understanding of the level of need arising from Oxford.

2.6 We are also conscious that the adopted Cherwell Local Plan 2011-2031 (para. B.95) commits the Council to considering unmet need arising from the Oxfordshire Housing Market Area and particularly Oxford. Unmet need arising from other Housing Market Areas is not within the scope of this Partial Review of the Local Plan. However, the Council will keep under review whether the 2014 SHMA represents an appropriate basis for helping to meet Oxford's objectively assessed as the Partial Review of the Local Plan progresses.

What is the level of Oxford's unmet housing need?

2.7 A report considered by the Oxfordshire Growth Board in November 2014 noted that there was “*general agreement that there is limited capacity within the city to accommodate this number of dwellings and therefore there will be a significant potential shortfall which will need to be provided in neighbouring districts*”. The report and minutes for the meeting of the Growth Board are available alongside this consultation paper.

2.8 However, Oxford has a responsibility to meet its housing need as fully as it can so that neighbouring districts can be sure that they are not planning to meet Oxford's housing need unnecessarily, to ensure efficient use of land is made, and to minimise the loss of natural resources. This is particularly important in the interest of meeting national planning policy and with regard to working cooperatively with the

other Oxfordshire councils. A key area of work for the Oxfordshire Growth Board has therefore been focused on the housing potential or capacity of Oxford City.

2.9 Oxford's December 2014 Strategic Housing Land Availability Assessment (SHLAA) detailed the City Council's view on its potential sources of housing supply which informed the work of the Oxfordshire Growth Board. It includes two Green Belt sites that, subject to further assessment, could be suitable for release. Oxford's summarises its housing supply in the SHLAA as follows:

Table 2 Oxford City Housing Supply (Source: Oxford City SHLAA 2014 Summary Table)

Housing Supply 2011/12 to 2030/31	Dwellings
Total potential housing from identified sites (including residential, student and C2)	6,422
Windfall dwellings 2015/16 to 2031/31	2,880
Completions 2011/12 to 2013/14	648
Housing	511
Student accommodation (equivalent dwellings)	104
C2 residential care home (equivalent dwellings)	33
Small site commitments extant at 31st March 2014	262
Housing	252
Student accommodation (equivalent dwellings)	10
C2 care homes	0
Total supply	10,212

2.10 Different views were subsequently expressed from across the Oxfordshire authorities on the City's housing potential. Consultants (Cundall) appointed by the Vale of White Horse, South Oxfordshire and Cherwell Councils considered that there was additional housing potential within Oxford.

Their report, *Unlocking Oxford's Development Potential* (November 2014), is available alongside this consultation paper.

2.11 That report prompted further debate between the Oxfordshire authorities, with each council having its own perspective. In order to help reach an agreed understanding independent consultants were appointed by the Oxfordshire Growth Board to act as a 'critical friend' to assist the process of deliberation and to scrutinise the position of each council.

2.12 On 19 November 2015 the Oxfordshire Growth Board agreed a total working figure for Oxford's unmet need of 15,000 homes - that is the level of need that cannot presently be met by Oxford City Council.

2.13 The report presented to the Growth Board (and available with this consultation paper) stated:

“4. The first key project within the Programme was to agree the figure for unmet need in Oxford City. This was done by asking the critical friend to critique the Oxford SHLAA [Strategic Housing Land Availability Assessment], the Cundall report [an alternative assessment of housing capacity] commissioned by South, Vale and Cherwell [Councils], the Oxford response to this and any other relevant information.

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

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

2.14 The consultants' report ⁽⁷⁾ was formally considered by the Growth Board in considering the district apportionment on 26 September 2016. Their report, and the report presented to the Growth Board, are available alongside this consultation paper.

2.15 Further refinement of the current urban housing potential of Oxford will take place as the City Council progresses its new Local Plan. This will be tested through a public examination as occurs for all Local Plans. Should the Oxfordshire Growth Board's understanding and agreement of Oxford's housing potential and the level of unmet need change over time, the implications would need to be examined jointly between the Oxfordshire Councils.

How has the unmet need been apportioned?

2.16 In November 2014 the Oxfordshire Growth Board agreed a programme of work for addressing the unmet need arising from the Oxfordshire Strategic Housing Market Assessment (SHMA) which would help the Local Planning Authorities meet the Duty to Cooperate whilst protecting the 'sovereignty' of individual councils over their Local Plans.

2.17 This culminated in a decision of the Growth Board on 26 September 2016 to apportion Oxford's unmet housing need to the individual district Council as follows ⁽⁸⁾:

7 Updated Advice Note on Oxford's Development Capacity, Fortismere Associates (August 2015 & updated December 2015)

8 South Oxfordshire District Council did not agree to the apportionment

Table 3 Oxfordshire Growth Board Apportionment of Oxford's Unmet Housing Needs

District	Apportionment - No.of Homes (Net)
Cherwell	4400
Oxford	550
South Oxfordshire	4950
Vale of White Horse	2200
West Oxfordshire	2750
Total	14850

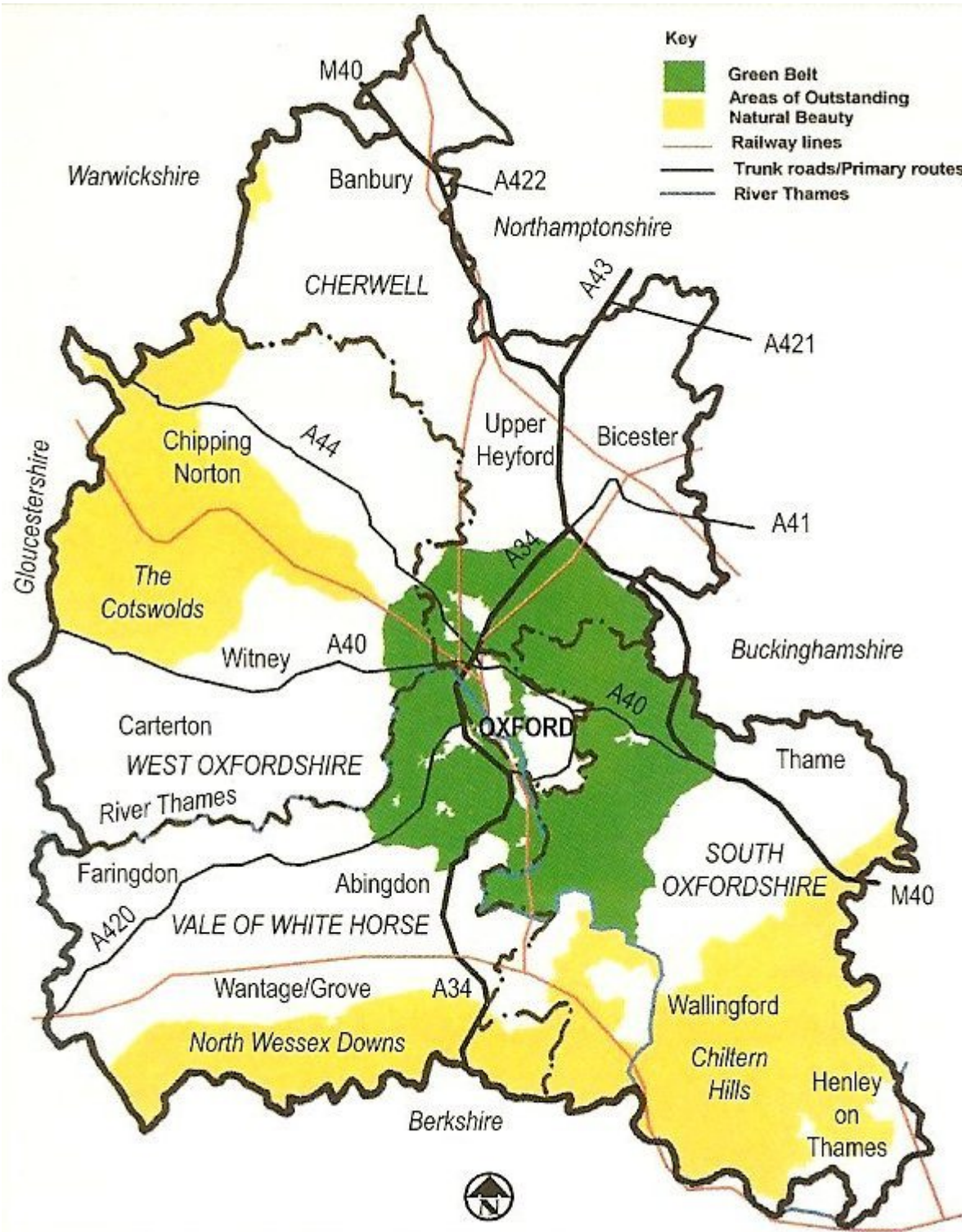
2.18 The apportionment was informed by a number of joint projects which are described below. The projects were managed through a 'Post-SHMA' Project

Team of council officers which reported to the Oxfordshire Growth Board via an 'Executive Officer Group' and which was supported by the Growth Board's Programme Manager.

Oxford Green Belt Study

2.19 The Green Belt is a designated area of land that surrounds Oxford City. It is a planning policy designation and not an environmental constraint as such. It is different from green fields which refer to undeveloped countryside beyond our towns and villages, and from 'greenfield land' which refers to all land that has not previously been developed or has returned to nature. The current extent of the Oxford Green Belt is shown in Figure 1.

Figure 1 Oxford Green Belt - for illustrative purposes only



2.20 The National Planning Policy Framework (NPPF) states that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence'*. It emphasises that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan.

2.21 Consultants were commissioned by the Oxfordshire Growth Board to assess how the land within the Oxford Green Belt performs against the five purposes of Green Belts, as set out in NPPF:

1. to check the unrestricted sprawl of large built-up areas;
2. to prevent neighbouring towns merging into one another;
3. to assist in safeguarding the countryside from encroachment;
4. to preserve the setting and special character of historic towns; and
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.22 The Oxford Green Belt Study prepared for the Oxfordshire Growth Board is available alongside this consultation paper. It divides the Green Belt into parcels for assessment purposes: broad areas of Green Belt and smaller parcels adjacent to settlements inset within the Green Belt (including Oxford). The broad areas and land parcels were assessed as to whether their contribution to each of the Green Belt purposes was high/medium/low or no contribution. The study emphasises that where a piece of land performs less well against the Green Belt purposes, this does not in itself justify release of the land from the Green Belt.

2.23 The consultants were asked not to advise on the suitability or potential of land in the Oxford Green Belt for development. However, the findings of the study were considered by the Oxfordshire Growth Board on 26 September 2016 as a strand of the work that informed the apportionment decision.

2.24 In commissioning the study, it was clear that should individual councils conclude that there were 'exceptional circumstances' for making alterations to the existing Green Belt boundaries, these changes, including any allocations of land for development, would be taken forward through the respective Local Plan-making process.

Oxford Spatial Options Assessment

2.25 Consultants were commissioned by the Oxfordshire Growth Board to carry out a Spatial Options Assessment for meeting Oxford's unmet housing need up to 2031. The overall aim was to provide a criteria-based sustainability analysis of the spatial options which could be used as guidance and evidence in determining how the unmet need could best be distributed across the county. Thirty-six options identified by the six Oxfordshire Councils were assessed.

2.26 The sustainability of each option was assessed but the final report does not make specific recommendations about which options should or should not be taken forward or be considered for allocation through Local Plans. A framework of social, economic and environmental criteria was applied. Each of the 36 spatial options were assessed in terms of the likely effects on sustainability but also having regard to landscape sensitivity and whether or not the assessed areas were situated within the Green Belt. Site visits were undertaken to inform the sustainability and landscape

sensitivity assessments. The sustainability criteria applied included those aimed at assessing the spatial relevance of options to Oxford. The spatial options were also assessed for their deliverability and viability. Although similar in principle and purpose to a statutory Sustainability Appraisal (SA), the assessment does not constitute a formal appraisal as would be prepared for a Local Plan.

2.27 The assessment is available to view alongside this consultation paper.

High Level Transport Assessment of Spatial Options

2.28 A high level assessment of the transport implications of potential development at the 36 assessed spatial options was commissioned. Each spatial option was assessed against a set of eight transport related measures or metrics:

1. Existing public transport mode share for people living close to each spatial option
2. Proximity to current sustainable transport that serves central Oxford and other key employment sites
3. Access to jobs access in the Oxford urban area by walking and public transport
4. Access to jobs in the Oxford urban area by road
5. Traffic conditions on key nearby routes
6. Proximity to proposed future transport investments
7. Proximity to future transport investment needed for other strategic development
8. Road safety incidents near to the spatial options.

2.29 This work was also used to help inform the viability component of the Oxford Spatial Options Assessment. Further work was undertaken to consider possible housing

growth site clusters that might form growth 'packages' and around which accompanying transport infrastructure proposals could be developed and tested to facilitate future sustainable growth in line with the aims and objectives of the County Council's Local Transport Plan.

2.30 The assessment is available to view alongside this consultation paper.

Education Assessment of Spatial Options

2.31 The County Council produced a report setting out the findings from a high level assessment of the implications for the provision of primary and secondary school places of the development of the 36 potential spatial options. The report considered existing and projected school capacity, including new schools already planned to support growth allocated in existing and emerging local plans. It examined the location of the spatial options in relation to existing and already planned new capacity, issues impacting on planning and delivery of new schools provision and the assumptions used in assessing the education implications of the spatial options and proposed provision. It records an assessment of the education implications of the spatial options but individually and cumulatively.

2.32 The report is available to view alongside this consultation paper.

Final Apportionment

2.33 The above projects were considered collectively by officers from all six Oxfordshire councils (the 'Post-SHMA' Project Team and the Executive Officer Group) and endorsed to form recommendations to the Oxfordshire Growth Board for the apportionment of Oxford's unmet housing need. A report was

presented to the Growth Board on 26 September 2016 which describes the processes and the projects that the Oxfordshire authorities have co-operated on and jointly supervised.

2.34 The 'Post-SHMA' Project Team generally had generally met on a fortnightly from January 2015 over the course of the work programme supported by additional working groups and 'check and challenge' workshops where required. The Executive Officer Group had typically met about every six weeks and updates and key stages of the work programme had been reported to formal meetings of the Growth Board.

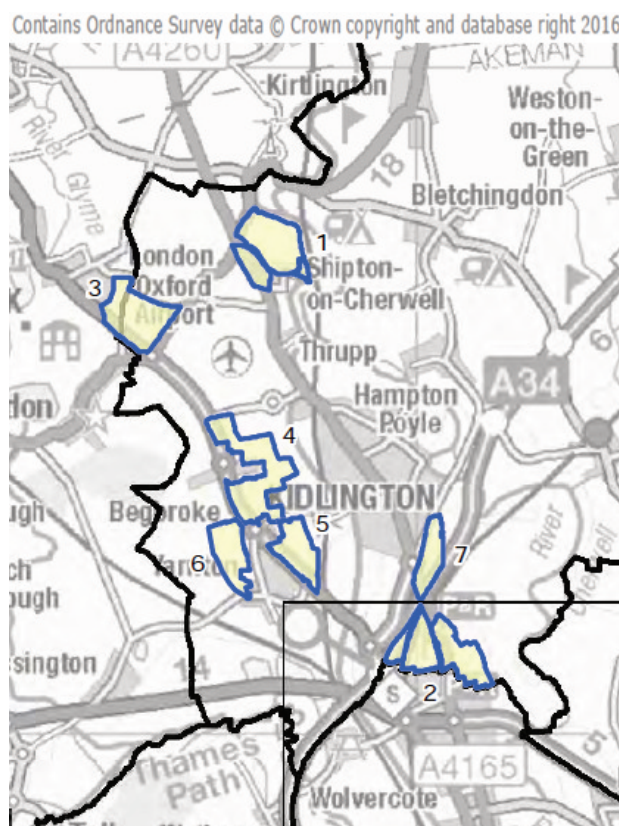
2.35 The report and the resolution of the Oxfordshire Growth Board meeting of 26 September 2016, resulting in the apportionment set out in Table 1 above, are available alongside this consultation.

2.36 The options considered by the Growth Board for Cherwell are listed in Table 4 and shown in Figure 2.

Table 4 Spatial Options Considered by the Oxfordshire Growth Board

Spatial Option		Land Area (hectares)
1	Shipton-on-Cherwell Quarry	87 ha
2	Land North of Oxford	89 ha
3	Land at Woodstock	71 ha
4	Land at Begbroke	92 ha
5	East of Yarnton	43 ha
6	West of Yarnton	43 ha
7	South East of Kidlington	34 ha

Figure 2 Oxford Growth Board Spatial Options



2.37 The apportionment of 4,400 homes to Cherwell was based on a conclusion that strategic development could potentially be accommodated in the following three areas:

- immediately to the north of Oxford (to the South of the A34) - 2,200 homes
- in the vicinity of Begbroke (to the west of Kidlington and north of Yarnton) - 1,650 homes
- to the south-east of Kidlington (north of the A34) - 550 homes

2.38 The report to the Oxfordshire Growth Board notes that the spatial options that underpin the apportionment should only be viewed as input to the apportionment process rather than an output; that subsequent Local Plan work in each district may bring other sites forward; and, that it is for each of the district councils through their

Local Plans to allocate sites sufficient to meet their share of Oxford's unmet need. It also notes that the housing figures for each spatial option only represent estimates of what might be achievable and that the capacity of sites may change through local assessment.

Draft Memorandum of Co-operation

2.39 The apportionment, agreed to by five of the six Oxfordshire councils (and set out in Table 3 above) is being confirmed in a Memorandum of Co-operation which, at the time of writing, is in the process of being signed by the Leaders of those five authorities. The draft Memorandum was presented to the Growth Board on 26 September 2016.

2.40 The Memorandum states:

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

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

"The five authorities that form signatories to this Memorandum agree that the figures...represent the agreed apportionment, by district of the agreed

level of unmet housing need for Oxford, in order to meet the overall objectively assessed need for additional housing within the Oxfordshire Housing Market Area to 2031."

2.41 All six Oxfordshire Councils continue to work co-operately, including on the matters described at para. 1.29 of this Options Paper.

Feedback on the Housing Apportionment

2.42 The Partial Review of the Local Plan cannot change or review the Oxfordshire Growth Board's decision to apportion 4,400 homes to Cherwell. Considerable work has been undertaken jointly by the Oxfordshire Councils to test Oxford's development capacity and to apply an evidenced based approach to apportioning the unmet need. However, we have a Local Plan responsibility to test whether this represents a sustainable and deliverable requirement to take forward.

2.43 In our earlier Issues Paper, prior to the decision of the Oxfordshire Growth Board, we included a working assumption of about 3,500 homes in the interest of generating discussion and in order to provide you with an estimation of what a contribution to meeting Oxford's unmet housing needs might mean for Cherwell.

2.44 The comments we received included concerns that such a apportionment would too high because it would not commit Oxford City Council to finding more opportunities for growth; because Oxford may be able to review its housing/planning policies to encourage additional development and to increase its recent rate of housing delivery. The need to make use of previously developed (or brownfield) land was referred to as was the need to ensure that Cherwell's own development strategy is delivered.

Other comments questioned whether even more development in Cherwell could be delivered given the scale of growth already planned. Issues of traffic congestion and infrastructure capacity were raised. Others considered that Cherwell had further housing potential because it was considered that district was one of the least constrained districts due to its strong relationship with Oxford.

An appropriate requirement?

2.45 We would now welcome your views on whether the 4,400 homes as decided upon by the Oxfordshire Growth Board is an appropriate requirement for Cherwell in the interest of accommodating housing for Oxford. We will still need to test whether we can sustainably accommodate the requirement before a final housing Local Plan figure can be confirmed. A potential plan requirement of 4,400 homes is examined in our Initial Sustainability Appraisal alongside options for 'significantly less' and 'significantly more'. The Initial Sustainability Appraisal also considers the 'likely evolution' of the area if a Local Plan Partial Review was not implemented.

Question 1

Cherwell's Contribution to Oxford's Housing Needs

Is 4,400 homes the appropriate housing requirement for Cherwell in seeking to meet Oxford's unmet housing need?

3 The Oxford Context

Planning and Development in Oxford City

3.1 We explained the issues facing Oxford that we are seeking to address in our earlier Issues Paper. We highlight, update and expand upon some of the key matters below, reflecting on the consultation feedback we have received so far, to provide context for the identification and testing of development options.

3.2 Oxford is a world-renowned historic city. As the only city in Oxfordshire it is the economic centre of the county. Its economy is based on higher education, health services, car manufacturing, high-tech and medical scientific research. It has internationally important universities, a regional shopping centre and receives 9.3 million tourists every year (Oxford Core Strategy, 2011).

3.3 Oxford has a distinctive physical form and an historic built environment. Much of its residential population is concentrated to the east of the city centre. Its main employment centres are focused on the City Centre, Cowley and Headington (see Figure 5). The historic city parks and nature conservation areas (including a European Union protected Special Area of Conservation (SAC) and several Sites of Special Scientific Interest (SSSIs)) create pockets and corridors of green space within the city boundary.

3.4 The Oxford Green Belt has a tight inner boundary around the built-up area of the city which extends outwards for about five to six miles in every direction and into each of Oxford's neighbouring districts. Although it contains or surrounds other smaller settlements, the Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with

neighbouring towns and villages. It has also presented a major constraint on the city's expansion together with the floodplain and sensitive ecological and historical areas.

3.5 In our earlier Issues Paper we described Oxford's planning strategy set out in its existing Core Strategy (the name previously given to Local Plans) and its other key planning policy documents. We identified Oxford's strategic locations for growth within the city and its characteristics which constrain its ability to accommodate new housing and economic development within its administrative boundaries.

3.6 We highlighted the Core Strategy's 'issues and challenges' for planning in Oxford including:

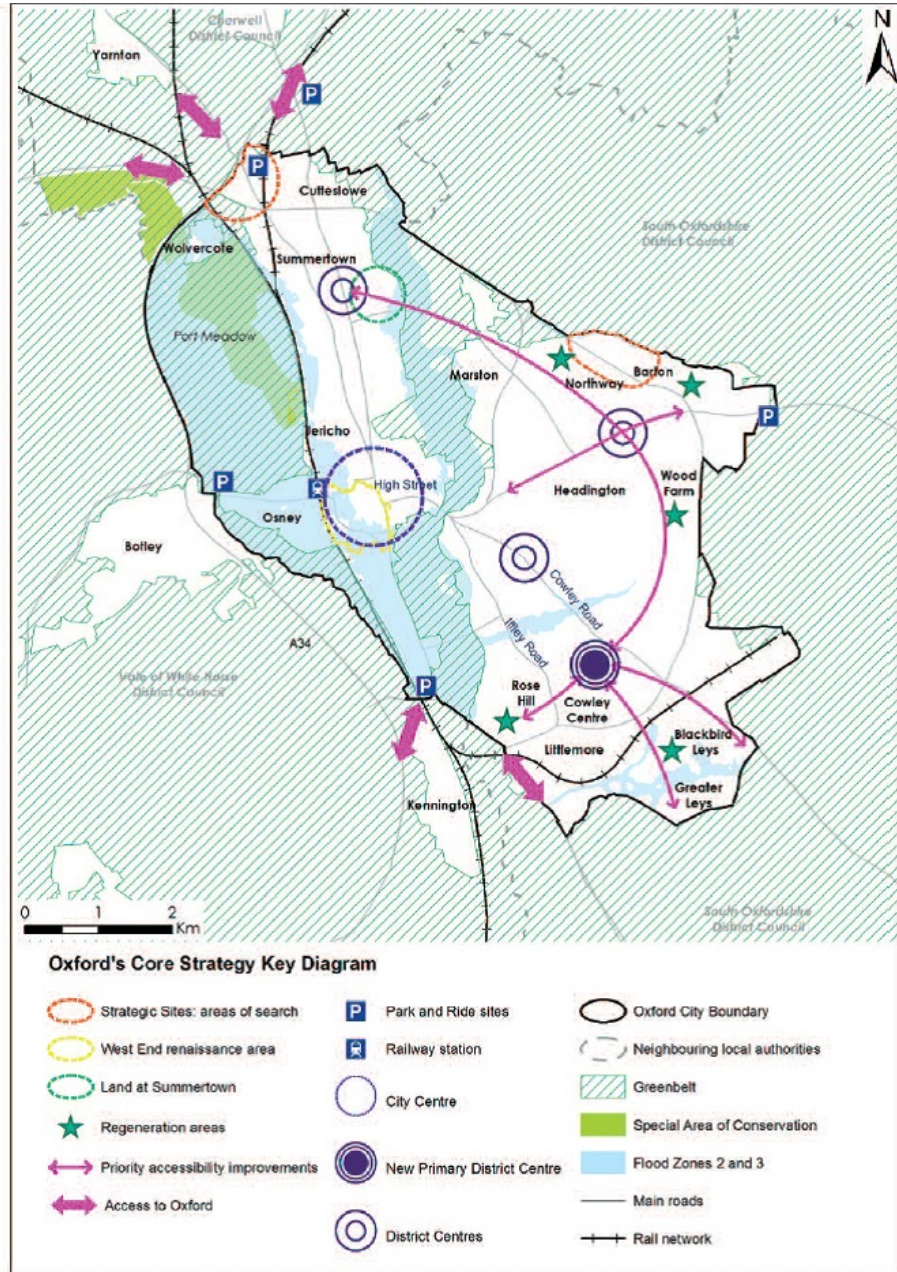
- Its development pressures
- The huge demand for market housing
- The pressing need for affordable housing
- The need to support its key employment sectors
- Its development constraints, the scarcity of and competition for land.

3.7 Its key objectives include ensuring a balanced housing supply:

Oxford Core Strategy 2026

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

Figure 3 Oxford City Council Core Strategy Key Diagram, 2011



3.8 Three key planks of Oxford's existing spatial strategy are:

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

3.9 The development site at Oxford that has the most direct relationship with Cherwell is known as the Northern Gateway, located next to the Peartree interchange. It will provide 90,000sqm employment development linked to the 'knowledge economy', with 500 dwellings, local scale retail, and a hotel (as stated in the Northern Gateway Area Action Plan, adopted in July 2015). The urban extension at Barton is also at the northern edge of Oxford. Oxford's key sites are shown on Figure 3:

3.10 Since we published our earlier Issues Paper, Oxford has published a 'First Steps' consultation booklet for work on a new Local Plan. It states:

Oxford's New Local Plan - First Steps

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

3.11 Oxford City Council will go through a very similar process to Cherwell in producing its Local Plan. It will also go through a public examination in due course.

Oxfordshire Strategic Housing Market Assessment 2014 (SHMA)

3.12 In our Issues Paper we also set out key findings from the Oxfordshire SHMA on housing market characteristics and issues relating to Oxford. These included:

- Housing market values are higher in Oxford compared to the rest of the Oxfordshire housing market area
- The strongest demand pressures in Oxfordshire are at Oxford
- Almost half of households in Oxford rent - a very significant level reflecting in part the size of the student rental market and the number of young working households
- The housing mix in Oxford differs markedly from other areas: it is focused towards higher density development and typically smaller homes

- From 2001-2011, Oxford's population grew by 13%, compared to 8% in Cherwell and Oxfordshire
- Overcrowding is at 6.2% in Oxford compared to the national average of 4.8%. This reflects a younger population structure, multi-occupancy lettings, smaller properties and higher housing costs
- In terms of market housing, the estimated dwelling requirement is for 10.7% 1 bed's, 24.9% for 2 bed's, 38.9% for 3 bed's and 25.5% for 4+ bed's. In terms of affordable housing the respective figures are 29%, 32.7%, 32.2% and 6.1%.
- Detached housing in Oxford makes up a low proportion of stock (9%)
- Oxford's population is notably more ethnically diverse relative to the rest of Oxfordshire and the South-East
- Oxford has the highest percentage of households in unsuitable housing in Oxfordshire (4.6%)
- The net need for affordable housing in Oxford is significantly higher than in the rest of the County
- Only 19.2% of Oxford's population is aged 55 and over (27% or above in the other districts)
- There is a significantly lower level of projected need for specialist housing for older people in Oxford than in Cherwell.

Oxford Housing Strategy 2015-2018

3.13 Oxford's Housing Strategy takes account of the SHMA and contains the following priorities:

1. Increase the supply of and improve access to affordable housing
2. Meet the housing needs of vulnerable groups

3. Support the growth of a balanced housing market
4. Support sustainable communities.

3.14 Key objectives are set out for each priority which include, '*Bring forward key strategic sites to support City Deal and meet housing need*'. Its action plan includes working with Registered Providers of affordable housing and others to bring forward development schemes to address shortfalls in housing delivery identified in the Oxfordshire SHMA.

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

3.16 The strategy refers to Oxford's existing planning policy requiring 50% of all new housing to be delivered as 'affordable homes', 20% of which as 'intermediate' tenure (i.e such as shared ownership). However, it also highlights that traditional shared ownership may be unaffordable for a large number of the households unable to compete in the housing market and there needs to be careful examination of the alternative housing models which would be appropriate, such as rent to buy or community based housing, and whether measures to provide options for key workers could be supported.

Oxford Transport Strategy

3.17 The County Council as Highway Authority has a responsibility for producing a Local Transport Plan (LTP) for Oxfordshire within which are a number of Area Strategies. We summarised LTP4's policies

and proposals in our earlier issues paper. LTP4 was subsequently updated in July 2016 (9).

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

3.19 In addition to developing route strategies for the A40 and A34 which affect both Cherwell and Oxford, the Local Transport Plan includes an 'Oxford Transport Strategy' (OTS) which identifies the current and future challenges for transport in the city and sets out a strategy based on a combination of infrastructure projects and supporting measures to enable economic and housing growth. The strategy includes a focus on north Oxford, including Cutteslowe and Wolvercote, and major corridors into Oxford from the area north of the outer ring road. The Oxford Transport Strategy (July 2016) is available alongside this consultation.

3.20 Having regard to the SHMA and job growth within and outside Oxford, the County Council estimates that there could be 26,000 additional journeys within the city boundary by 2031 – a 25% increase from 2011. It also suggests that, without improvements to the transport network and changes of travel behaviour, this could result in approximately 13,000 more commuter car trips each day.

3.21 The County Council's vision and objectives for Oxford as Highway Authority are set out below:

The Highway Authority's Vision for Oxford

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

- *a thriving knowledge-based economy, by enabling businesses to draw on a wide pool of talented people, innovate and collectively grow through strong connections and interactions and trade within global markets;*
- *an enviable quality of life for Oxford's people, by providing safe, inclusive, healthy and convenient travel choices providing access for all to employment, services, retail and leisure opportunities; and*
- *Oxford as a city which best promotes its outstanding heritage through an attractive and vibrant public realm which offers a highly attractive environment to live and work and a visitor experience of global renown.*

The Highway Authority's Objectives for Oxford

- *Support the growth of Oxford's economy by providing access to appropriately skilled employees and key markets*
- *Ensure business sectors are well connected to each other and are provided with effective and reliable access to strategic networks*

9 <https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire>

- Provide effective travel choices for all movements into and within the city To support the transition to a low carbon future
- Promote modes of travel and behaviours which minimise traffic and congestion
- Focus development in locations which minimise the need to travel and encourage trips by sustainable transport choices
- Provide a fully accessible transport network which meets the needs of all users
- Provide an accessible city centre which offers a world class visitor experience
- Tackle the causes of transport-related noise and poor air quality within the city by encouraging and enabling cycling, walking and door-to-door travel.

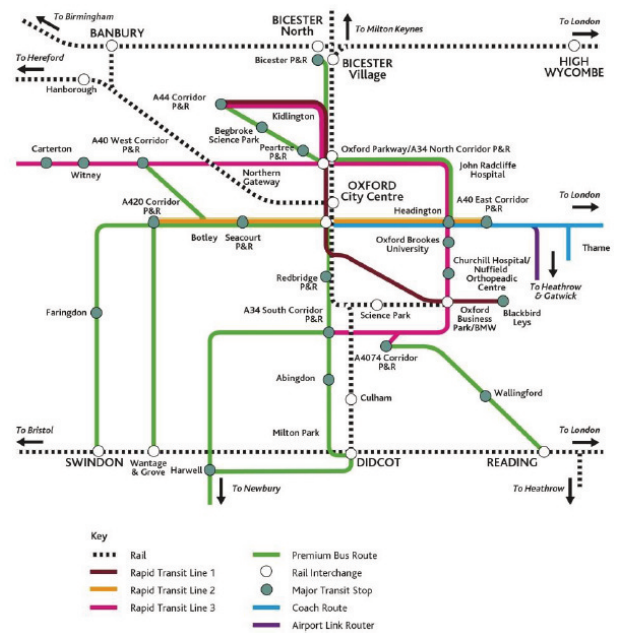
3.22 The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.

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

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

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

Figure 4 Extract from Oxford Transport Strategy



3.25 The new Park and Ride sites are expected to be particularly important in providing attractive points for drivers to transfer from their cars to mass transit services across the city: either making use of direct services or being able to seamlessly transfer between services at key interchanges across the network.

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

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

3.28 The County Council has undertaken a study to understand the Park and Ride options available to help meet the challenges in housing and jobs growth in Oxfordshire to 2031 and beyond. The study assessed options for a new outer ring of Park & Ride sites and outlines a preferred package of infrastructure requirements for the new sites, and potential phasing of when they may come forward.

3.29 The future need at existing city-edge Park & Ride sites was considered as part of the study, including whether these should be closed or reduced in size. The Oxford Transport Plan highlights the study's conclusion that although there will be insufficient demand (based on weekday demand modelling) for inner P&R sites to operate in their current form together with the proposed outer sites, further work is needed to assess additional weekend and non-commuting travel demands in future, and to consider alternative uses at existing P&R sites that allow them to be retained as transport interchanges.

Feedback on Oxford Issues

3.30 In our earlier issues paper, we asked for your views on Oxford's key issues that we needed to consider. The suggestions we received included:

- Oxford's established vision and development strategy
- Its employment needs and how they relate to Cherwell
- The transport connections with Oxford which can be utilised
- Infrastructure provision

- The Green Belt and the need to demonstrate exceptional circumstances for development within it
- Constraints such as flood risk
- Housing need
- Social and historic connections
- A need to retain large green spaces particularly the Kidlington gap
- The relationship of new housing to the city
- The relationship between homes and jobs
- The affordability of housing
- The difficulty of recruitment by Oxford's employers
- The impact of traffic congestion
- Maintaining the historic environment

3.31 On housing Issues, we were told:

- The scale of unmet housing need had to be justified
- Housing need should be met close to where it arises
- The shortage of housing in Oxford is constraining its economic potential and recruitment
- Larger scale development sites should be planned
- Oxford's specific housing requirements (i.e. mix, tenure) are different from the needs of Cherwell
- More affordable and sheltered housing should be built and starter homes should be planned for

3.32 With regard to transport and connectivity to Oxford we were told:

- Capacity improvements are needed to strategic roads
- There is a need for improved accessibility within Oxford
- There is a risk that new development will exacerbate existing problems

- There is a need to utilise trains and trams and to improve bus and train capacity
- High quality rapid transit is supported
- Safe cycle routes are needed
- Improvements to public transport are needed
- There is support for new Park and Rides but not the loss of existing ones
- The prospects of delivering improved transport improve closer in to Oxford
- There are transport opportunities arising from existing strategic development areas
- Good accessibility is important to employers
- New sustainable transport infrastructure can impact negatively on existing communities
- There is a need to locate housing close to sustainable transport infrastructure
- The possibilities of commuter hubs should be explored
- Development locations should be remote from Oxford to avoid exacerbating Oxford's traffic problems

3.33 On Oxford's economy, we were told:

- The Oxford economy is of county, national and international significance
- The diversity of employment types in Oxford should be clearly recognised including manual based work
- A thriving local economy does not need to be synonymous with more people, more traffic and more housing
- Housing and economic issues are closely linked
- The housing needs are based on aspirational projections of Oxford's housing employment growth
- Concentrating development along the Oxfordshire knowledge spine will help to secure economic growth aspirations

- If Oxford is restricted in its ability to expand its boundaries then eventually it will cease to be an attractive investment opportunity and economic growth will be constrained
- The Council should use the association and relationship with the city of Oxford to help grow Cherwell's economy
- Proximity to Oxford is important as the main economic centre of the County
- Locating new housing close to Oxford will reduce travel distances and limit negative impacts on economic efficiencies and output/productivity
- Locating significant new housing close to Oxford is vital to support Oxford's long term economic well-being and competitiveness. It is also vital to provide housing for key workers etc to sustain the world class clinical and research activities
- The economic relationship with Oxford extends out to Banbury in the north of Cherwell

3.34 We sought views on whether the Partial Review of the Local Plan should include a district wide focus or whether it would be appropriate to define a narrower geographical scope and focus based centred on Oxford. We also asked for comments on whether additional employment generating development was required in meeting Oxford's housing needs.

3.35 Many comments were received encouraging us to prepare a strategy that is focused on a sustainable and / or geographic / functional / economic / connected relationship with Oxford. Comments were received about the need for accessibility to Oxford, good transport links, the availability of Oxford's services and facilities. Others felt that we needed to avoid the Oxford Green Belt, have regard to the potential traffic impacts in determining suitable locations. Some considered that sustainable

settlements further away from Oxford should be considered or emphasised that Oxfordshire had a single housing market area. The ability to provide supporting infrastructure and mitigate the impacts on existing infrastructure was raised, notwithstanding the final locational decisions.

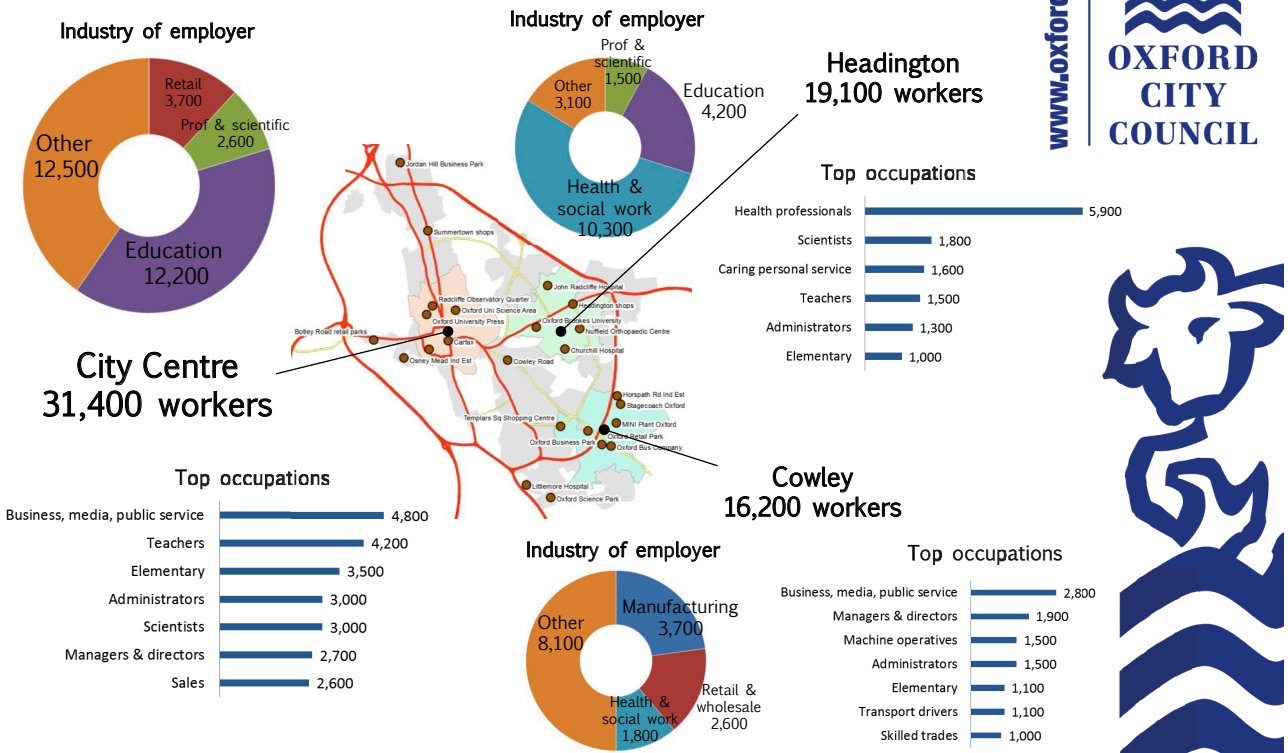
3.36 We received comments in both in favour and against providing additional employment development for Oxford, and other views promoting additional employment generating development to meet Cherwell's needs (referring to sectors such as logistics and manufacturing.

3.37 Oxford City Council has advised that while it shares that county-wide ambition to accelerate economic growth, and there continues to be demand for research and development space within or close to the city, over-provision of employment uses would create significant further pressure on the housing stock and therefore require an even greater level of housing growth. The City Council has advised therefore that it is likely to support provision of further employment that is either ancillary to the housing being planned for, to support the principles of sustainable mixed-use development, or responds to a specific need arising from one of Oxford's key sectors.

Figure 5 Oxford's Employment Areas (reproduced with permission of Oxford City Council)

Where do people work in Oxford?

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



Map © Crown Copyright and database right 2014. Ordnance Survey 100019348 | Data: 2011 Census, Office for National Statistics, using 'workplace zones'
Mark Fransham | Social Research Officer | 01865 252797 | mfransham@oxford.gov.uk | www.oxford.gov.uk/oxfordstats | Twitter:@OxCityStats | Sep 2014

3.38 This and other feedback has helped us develop our thinking and in the identification of options. We presently consider that to provide housing for Oxford, the Partial Review of the Local Plan will require a strategy based on a sustainable, connected relationship with Oxford; one which contributes in meeting Oxford's specific needs and not just the more general requirements of the housing market area. We have therefore factored this into our Initial Sustainability Appraisal work and say more about it later in this consultation paper.

3.39 Further information about Oxford is contained within the previous Issues Paper and our Initial Sustainability Appraisal which is available alongside this consultation paper.

Question 2

Spatial Relationship to Oxford

Do you agree that we need to specifically meet Oxford's needs in planning for the additional housing development?

4 The Cherwell Context

Planning and Development in Cherwell

4.1 Through our adopted Local Plan 2011-2031, we have a recently completed development strategy to sustainably meet Cherwell's needs. We need to plan to accommodate housing for Oxford in such a way that, as far as possible, it complements our existing strategy and achieves sustainable development.

4.2 Informed by a Sustainability Appraisal and other evidence, we need to assess the social, environmental and economic effects of options for accommodating additional in order to determine the most appropriate development sites. The main characteristics of the district and the issues it faces are summarised in our earlier Issues Paper. The Initial Sustainability Appraisal we are publishing to support this consultation describes a 'baseline' position. We highlight some key matters below to provide context for developing options for a vision, objectives and strategic development sites.

4.3 Cherwell is predominantly a rural district. It has two main towns, Banbury in the north and Bicester in the south, and a third urban centre at Kidlington - a large village in the south of the District. The district has over 90 villages and hamlets. Each of the three urban areas, and the rural settlements, have their own unique character. Protecting and respecting the identity of individual settlements is an important aim of our Local Plan's policies on the built environment.

4.4 The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. A new Oxford Parkway railway

station has been constructed in Cherwell between Kidlington and the northern edge of Oxford.

4.5 Cherwell shares boundaries with Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Aylesbury Vale, South Northamptonshire and Stratford upon Avon districts. The relationship with Oxford City to the south is of particular importance for the Local Plan Part I Partial Review with its purpose of meeting a proportion of Oxford City's unmet housing needs. Figure 7 illustrates the Cherwell / Oxford border.

4.6 The district as a whole has a clear geographic, social, economic and historic relationship with Oxford. Cherwell borders the northern built-up edge of Oxford and includes the land immediately north of Cutteslowe and Upper Wolvercote to the south of the A34. An area of land south of the A40, Pixie and Yarnton Meads (a Site of Special Scientific Interest) which comprises part of the Oxford Meadows Special Area of Conservation alongside the River Thames, also lies within Cherwell (see Figure 8). Kidlington, Yarnton and the Peartree roundabout on the A34 are all situated within Cherwell. Further east, in the Cherwell valley, north and east of Cutteslowe Park in Oxford and close to the city's northern by-pass, there is an area of land within Cherwell.

Figure 6 The Cherwell Context

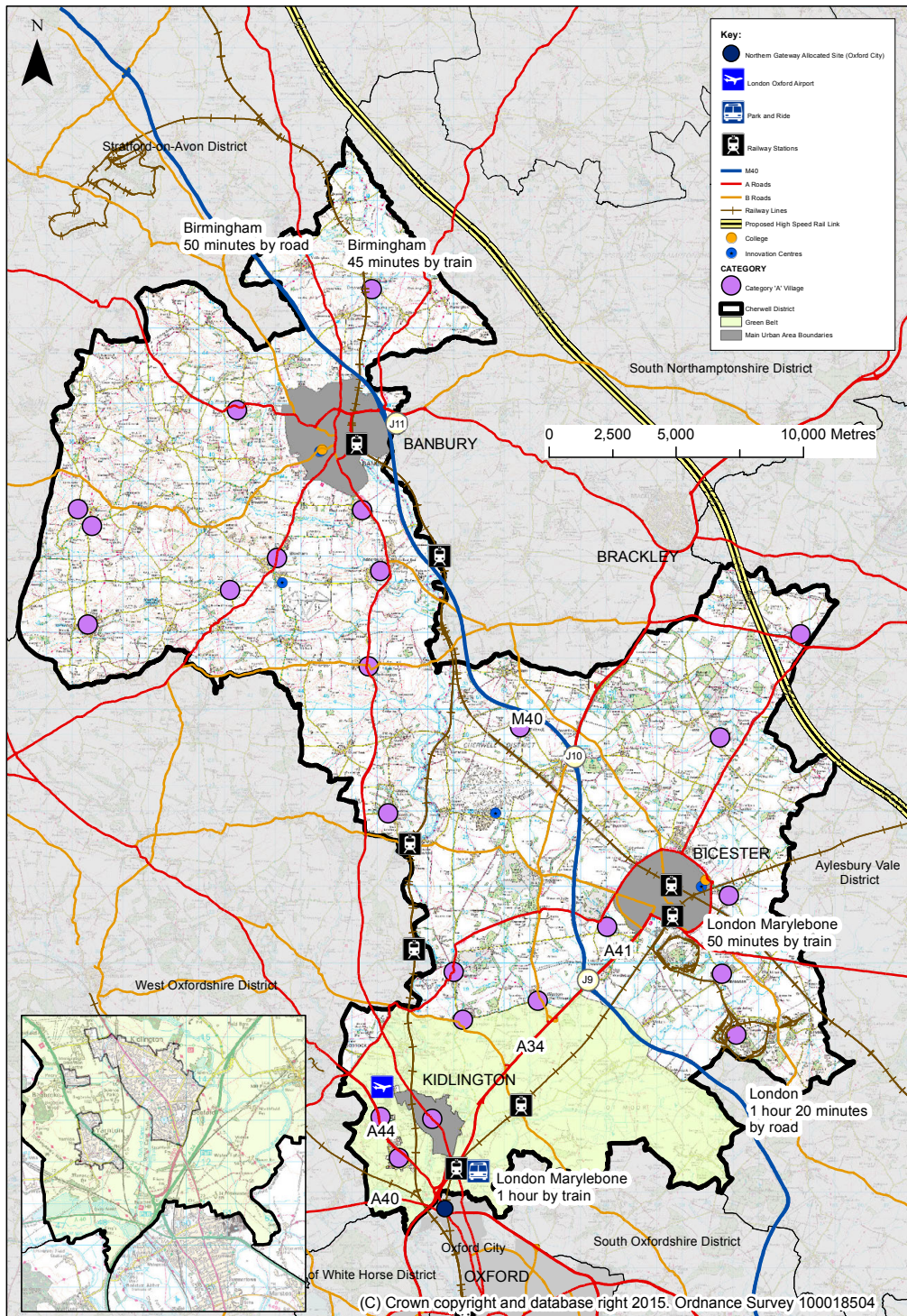


Figure 7 Cherwell District and Oxford City

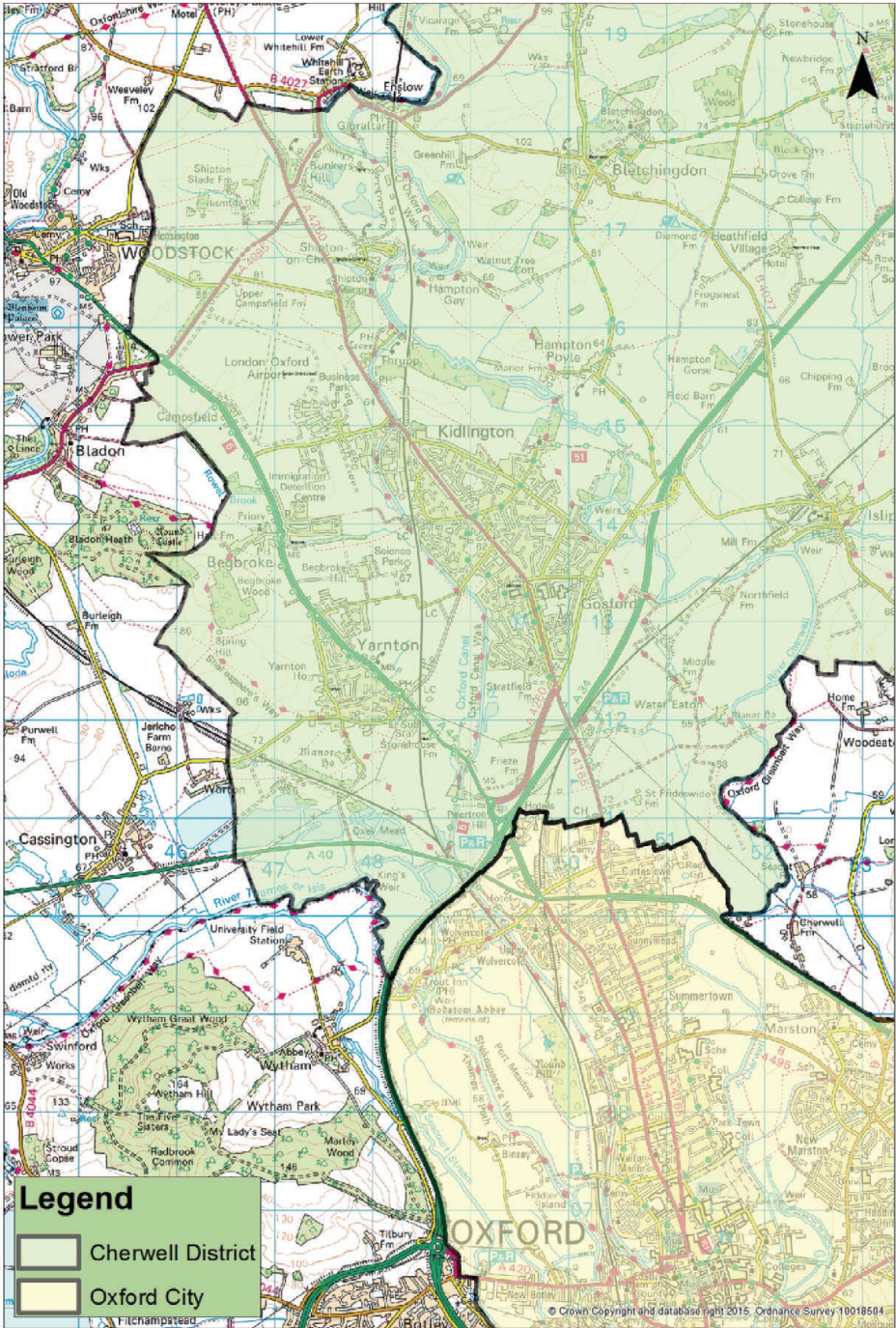


Figure 8 Oxford Meadows Special Area of Conservation



The Cherwell Local Plan 2011-2031 (Part I)

4.7 As we previously explained in our earlier issues paper, the Cherwell Local Plan 2011-2031 sets out how the District will grow and change up to 2031 in order to meet the needs of Cherwell District. It contains policies on developing the local economy, on building sustainable communities and ensuring sustainable development. It includes strategic development sites at Banbury and Bicester for housing, employment and open space and further development at the approved new settlement at Former RAF Upper Heyford. The Local Plan was the subject of a Sustainability Appraisal.

4.8 The Local Plan Part I identifies where strategic development will take place in the District. The Local Plan seeks to boost significantly the supply of housing and meet the Objectively Assessed Need (OAN) for Cherwell identified in the 2014 Oxfordshire Strategic Housing Market Assessment (SHMA) - 1,140 dwellings per annum or a total of 22,800 from 2011-2031. The Local Plan provides for 22,840 homes over the Plan period. It also identifies sites to deliver 200 hectares (gross) of employment land for approximately 20,500 jobs.

4.9 The additional 4,400 homes apportioned to Cherwell by the Oxfordshire Growth Board would be additional to these existing commitments and must also be delivered by 2031.

4.10 In the adopted Local Plan, strategic development in the Green Belt was not required to meet Cherwell's housing needs. However, as the Green Belt, by definition, immediately adjoins Oxford, the development of land within the Green Belt has to be considered as a possibility in meeting the City's unmet housing need.

4.11 Approximately 14% of the Cherwell District lies within the Oxford Green Belt. A large number of villages in the District are 'washed over' by the Green Belt and the villages of Kidlington, Yarnton and the eastern side of Begbroke are surrounded by it. There are some villages that lie partly within and partly outside the Green Belt.

4.12 The Planning Inspector who examined the Cherwell Local Plan in 2014 considered that there needed to be: *"...a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined"*.

4.13 The Local Plan seeks to protect the historic environment, secure high quality urban design and make Cherwell an attractive place to live and work. The quality of the built and historic environment contributes to the local distinctiveness of the district.

4.14 Policy ESD 15 of the adopted Local Plan promotes the importance of high quality design standards to complement the District's historic assets. This includes reinforcing local distinctiveness and respecting local settings, topography and landscape features. All development should be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development should be designed to improve the quality and appearance of an area and the way that it functions. Protecting and improving the built and historic environments will be essential in identifying locations for additional development.

4.15 The adopted Cherwell Local Plan supports economic growth and the competitiveness of the district. It seeks to reduce the level of out-commuting and to provide a more locally self-sufficient and sustainable economy. It seeks a broad balance between labour supply and jobs. It also emphasises that Cherwell wishes to be as business-friendly as possible in support of job creation and prosperity, taking advantage of its locational characteristics.

4.16 The adopted Plan seeks to secure dynamic town centres that are the focus for commercial, retail and cultural activity and identifies areas of search for strengthening the district's urban centres (to be examined through Local Plan Part 2, not the Partial Review).

Feedback on Cherwell Issues

4.17 In our previous Issues Paper, we sought views on issues in relation to housing, transport, infrastructure, economy, sustainability and the built and natural environment.

4.18 The comments we received about Cherwell specifically included:

- the need to ensure that our infrastructure could accommodate the growth (including social and educational)
- the need to address a funding gap for strategic infrastructure
- the suggestion that Oxford City should contribute to funding infrastructure within Cherwell in meeting Oxford's housing needs
- the importance of achieving attractive design and need for exemplar development
- ensuring that Cherwell's Neighbourhood Plans are not adversely affected
- ensuring conservation of the historic environment and heritage assets
- the problems associated with highway capacity including on the A34 and A43
- the need for more public transport investment
- the need to avoid additional commuting patterns and to minimise the number of road journeys
- the importance of improving provision for cyclists and pedestrians
- concern about about 'rat-running' through town and villages
- the relationship to the Oxford-Cambridge Expressway which is under consideration by the Government
- the need to consider opportunities for enhanced rail infrastructure
- the need to avoid coalescence between settlements and the loss of village identity
- the importance of considering flood risk and existing water stress
- the importance of providing necessary drainage, water supply and water treatment and recycling infrastructure
- the need to plan in a timely manner for electricity infrastructure
- the need for additional burial grounds
- ensuring that mobile phone coverage is provided
- ensuring that health care provision is provided
- ensuring that local and community policing can be provided
- ensuring that waste management can be adequately achieved
- the need to consider the impact of the additional housing on the provision of open space, sports and recreation facilities
- the need for a 'regional' scale sport/recreation facility
- the need to consider the potential role of employment hubs and the Oxfordshire 'Knowledge Spine'
- ensuring that tourism is promoted

- the need to consider the effect on air pollution
- the need to protect the Oxford Meadows Special Area of Conservation
- ensuring that the countryside is protected for its amenity and biodiversity value
- the need to protect and enhance biodiversity more generally and avoid wildlife disturbance
- the need to designate and protect green spaces
- ensuring that cumulative ecological impacts are considered
- the need to plan for green infrastructure and enhance Conservation Target Areas
- the need to promote recreational use of the countryside including improving footpaths.
- the importance of considering the Green Belt as a major component of the district's natural capital
- acknowledgement that the Green Belt is not sacrosanct and that there are development opportunities within it.

4.19 We have reviewed all the comments we received in preparing this options paper and will continue to do so as we prepare the Partial Review of the Local Plan.

Question 3

Cherwell Issues

Are there any new issues that we need to consider as we continue to assess development options?

5 Developing our Vision and Objectives

A draft vision for meeting Oxford's unmet housing needs in Cherwell

5.1 Since the adoption of the Cherwell Local Plan 2011-2031 (Part 1) in July 2015, we have worked closely and cooperatively with Oxford City Council and the other Oxfordshire Councils in determining the level of contribution that each Local Planning Authority might make in helping to meet Oxford's unmet housing needs. In doing so, we have acquired a greater familiarisation with the specific needs of Oxford and the problems it faces in terms of providing affordable access to the housing market to meet needs and support its employment sectors.

5.2 In our earlier issues paper we stated that to accommodate extra growth for Oxford's needs, we needed to expand our Local Plan's vision and strategy. We need to create a focused vision and sub-strategy which underpins the Partial Review of the Local Plan without adversely affecting the adopted Cherwell strategy. We previously emphasised that the focused vision and sub-strategy needed to be distinctive to the local area, realistic and achievable. It needed to relate to other vision statements made by other bodies and organisations and be informed by a process of sustainability appraisal.

5.3 We have consulted on issues, invited submissions, reviewed the consultation responses we received and produced initial evidence. We have also spoken to those representing local communities. We have undertaken an Initial Sustainability Appraisal. We have further evidence to produce and further consultation to undertake on this Options Paper and with specific bodies as we develop the Partial Review.

Feedback on Principles and Goals

5.4 In our Issues Paper we specifically asked about principles and goals that the additional growth should be aiming to achieve and what the focused vision for meeting Oxford's unmet need should contain.

5.5 The feedback we received included:

- Meet need as close to possible where it arises
- Provide access to suitable and affordable housing for those who cannot access it in Oxford
- Provide key worker housing
- Make best use of infrastructure and consider the impact on Cherwell's infrastructure
- Facilitate the provision of new infrastructure
- Consider community objectives such as the quality of life
- Plan growth on the basis of social and economic links, connectivity and integration with Oxford
- Reflect existing strategies including the Local Transport Plan
- Achieve enhancement to Oxfordshire's economy, its key sectors and help retain a skilled labour force
- Ensure sustainable, affordable and convenient access to Oxford's employment opportunities
- Avoid the development of commuter / dormitory towns
- Focus on existing investment locations
- Focus on transport links to Oxford, particularly public transport associated corridors
- Improve opportunities for sustainable transport
- Minimise car use and avoid traffic congestion

- Limit the impact of the additional growth on Cherwell / protect its environments
- Improve or maintain the quality and vitality of Cherwell's places
- Consider the impact of the additional growth of existing communities
- Preserve the relationships between villages
- Achieving high quality / exemplar developments
- Conserve and enhance biodiversity and the historic environment
- Limit growth in rural areas / avoid sprawl
- Avoid areas of higher environmental value.

5.6 Oxford City Council considers that an appropriate focused vision could be as follows :

"To provide new balanced communities that form part of Oxford, of exemplar design; provide for a range of household types and incomes reflecting Oxford's diverse needs; and support the City's world-class economy and universities by ensuring people have convenient, affordable and sustainable travel opportunities to their Oxford places of work and study."

Draft Vision for Meeting Oxford's Housing Needs

5.7 From the scoping of issues and evidence produced so far, we agree with much of Oxford's suggestion. However, we suggest some refinement: first, in recognition that locational options will be within Cherwell District, require further consideration and any exceptional case for the release of land next to Oxford in the Green Belt needs examination; second, that the precise development capacity of sites, and therefore the number and location of sites, has yet to be determined; third that there should be added emphasis on

supporting the city's local employment base; and fourth, that access to the city's services and facilities and its recreation opportunities is important to establishing communities that have a social as well as an economic relationship to Oxford.

Draft Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

To provide new balanced communities that are well connected to Oxford, are of exemplar design and are supported by necessary infrastructure; that provide for a range of household types and incomes reflecting Oxford's diverse needs; that support the city's world-class economy and universities, that support its local employment base; and ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities.

Question 4

Draft Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

Do you support the draft vision? Are changes required?

Our draft objectives for meeting Oxford's housing needs

5.8 Within our Cherwell Local Plan 2011-2031 (Part 1) we have fifteen Strategic Objectives for delivering the Vision and Strategy for meeting Cherwell's needs. The Plan was recently adopted by the Council in 2015 and is at a relatively early stage of

implementation. These objectives remain appropriate and have been taken into account in identifying four additional, draft Strategic Objectives for meeting Oxford's needs. In preparing these we have reviewed existing strategies, evidence and issues and the feedback we have reviewed so far. We consider that the four draft objectives would complement those already contained within the adopted Local Plan but would welcome your views.

Draft Strategic Objective SO16

To work with Oxford City Council and Oxfordshire County Council in delivering Cherwell's contribution to meeting Oxford's unmet housing needs by 2031

Question 5

Draft Strategic Objective SO16

Do you support draft Strategic Objective SO16? Are changes required?

Draft Strategic Objective SO17

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

Question 6

Draft Strategic Objective SO17

Do you support draft Strategic Objective SO17?

Draft Strategic Objective SO18

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

Question 7

Draft Strategic Objective SO18

Do you support draft Strategic Objective SO18?

Draft Strategic Objective SO19

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

Question 8

Draft Strategic Objective SO19

Do you support draft Strategic Objective SO19?

6 Identifying Options for Meeting Oxford's Housing Needs

Identifying Reasonable Options

6.1 To deliver a vision and meet a set of objectives for providing additional housing for Oxford, we need to identify and test reasonable options or alternatives for development locations in the interest of achieving a sustainable approach. We explain below how we have established 'Areas of Search' to examine the most sustainable broad locations for further growth and how we have identified potential strategic development sites within each of those Areas.

Considering the Oxfordshire Growth Board's spatial options

6.2 The Oxfordshire Growth Board's decision to apportion an additional 4,400 homes to Cherwell cannot pre-determine the testing of spatial options through a statutory Local Plan Process. However, it is important that the options considered by the Growth Board to inform the apportionment are also considered through our Local Plan Partial Review process.

6.3 We set out options considered by the Growth Board in Section 2. They were: 1) Shipton-on-Cherwell Quarry; 2) Land North of Oxford; 3) Land at Woodstock; 4) Land at Begbroke; 5) East of Yarnton; 6) West of Yarnton; 7) South East of Kidlington.

6.4 Documents explaining the Growth Board's consideration of these Spatial Options, outlined in Section 2 of this Options Paper, are available as part of this consultation. The identification of these options pre-dated our 'call for sites' that we made for our Local Plan processes in January

2016 (for the Partial Review of Local Plan Part 1, for our Local Plan Part 2 (non-strategic sites) and for a new Housing and Employment Land Availability Assessment (HELAA) which is presently being produced.

6.5 We have therefore ensured that the options considered by the Growth Board are included within the range of options for the Local Plan Partial Review. We explain at paragraph 6.18 below which Partial Review options relate to which Growth Board option. However, the precise boundaries of each may not correlate as the Partial Review options are largely based on land ownerships and the more recent site promotions. Furthermore, Option 3 (Land at Woodstock) considered by the Growth Board included some land within West Oxfordshire district which is the subject of a current application for planning permission.

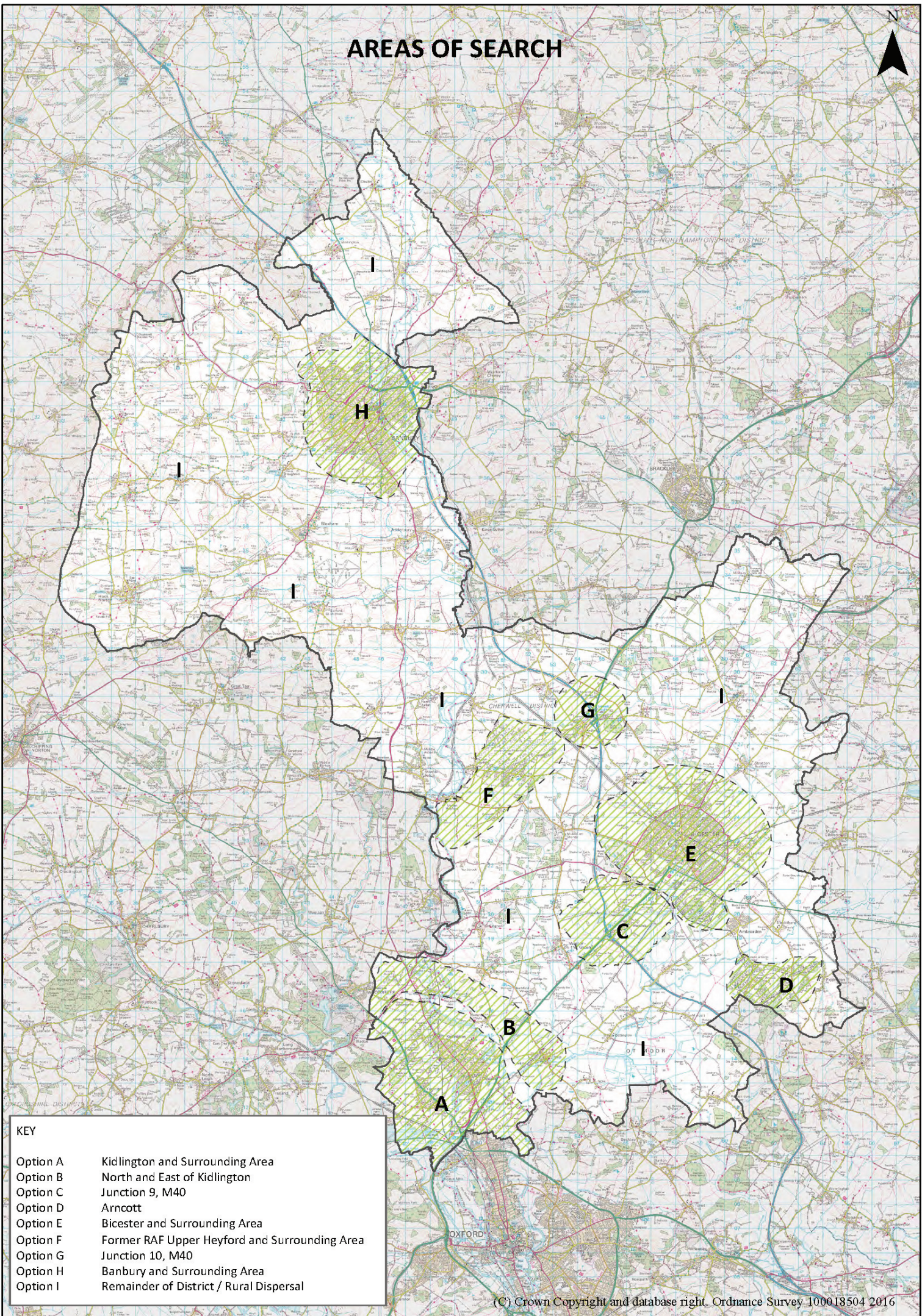
Identifying Areas of Search

6.6 As explained in our introduction, we have identified 'Areas of Search' across the whole of our district in order to help identify the most sustainable broad locations for accommodating housing for Oxford. Table 5 and Figure 9 below list and illustrate the Areas of Search we are considering:

Table 5 Areas of Search

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

AREAS OF SEARCH



KEY

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

6.7 The Areas of Search have been identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, site submissions that we have received and 'focal points' or nodes that might be developable.

6.8 Banbury (Option H), Bicester (Option E) and Former RAF Upper Heyford (within Option F) are growth locations in the adopted Local Plan Part I. There is developer interest in land near our motorway junctions (Options C and G) due to their strategic significance on the regional and national highway network. The area immediately north of Oxford and in the vicinity of Kidlington, Yarnton and Begbroke has an immediate relationship with Oxford (Option A). There are also key transport corridors (road and rail) with development options in an area extending beyond this (Option B). Option D comprises an area of the district (Arncott) with large areas of previously developed (brownfield) land (Option D) and we have rural areas where limited development is currently provided for through the adopted Local Plan (Option I). Our starting point is therefore the whole district which falls wholly within the Oxfordshire Housing Market Area but we need to determine which broad locations are the most sustainable.

6.9 We would like your views on whether you consider these Areas of Search to have been reasonably defined. We will keep their appropriateness under review as we progress the Partial Review of the Local Plan.

Question 9

Identifying Areas of Search

Do you have any comments on the Areas of Search we have defined?

Identifying Potential Strategic Development Sites

6.10 In response to our 'call for sites' in January 2016, we received many submissions in relation to the Partial Review of the Local Plan, the separate Local Plan Part 2 ⁽¹⁰⁾ and the preparation of a new land availability assessment. In many cases, the same submissions were made for different Local Plan documents. In some cases sites were submitted for one policy document but are equally eligible to be considered for another. We have examined all of those submissions.

Site Size Threshold

6.11 In our earlier Issues Paper, we highlighted that the adopted Cherwell Local Plan 2011-2031 applies a threshold for allocated strategic sites of 100 dwellings or more. We advised that once site submissions had been received we would consider what the appropriate threshold might be for the potential allocation of sites for the Partial Review process having regard to all relevant considerations. We have considered issues and comments raised so far. Key factors are:

- The Partial Review is a strategic process to meet the needs of Oxford
- We are not seeking to meet local needs already dealt with by the adopted Local Plan Part I

10 <http://www.cherwell.gov.uk/index.cfm?articleid=10941>

- We need to ensure that necessary infrastructure is provided to support the growth we need to plan for. Sites need to be of a sufficient size to help secure such infrastructure either on-site or through appropriate developer contributions
- We need to make the Partial Review process a manageable one, particularly having regard to our prescribed requirement to complete a Plan by 20 July 2017. Considering smaller, non-strategic sites would require the assessment of many more areas of land
- Considering sites of a strategic scale enables us to consider more holistically how places develop
- A threshold of 100 dwellings would be consistent with Local Plan Part 1
- We have a minimum density requirement in our adopted Local Plan of 30 dwellings per hectare
- We need to ensure that opportunities for higher density development are not lost in the interest of making efficient use of land and minimising the loss of natural resources.

6.12 Having regard to these factors we presently consider that the Partial Review should not allocate sites for less than 100 homes. For the purpose of site identification, we have applied a site size threshold of two hectares which would allow for a notional density of 50 dwellings per hectare. This does not necessarily mean that this density would be applied to, or would be appropriate for, final policies.

Question 10

Site Size Threshold

Do you agree with our minimum site size threshold of two hectares for the purpose of site identification? Do you agree that we should not be seeking to allocate sites for less than 100 homes?

Potential Strategic Development Sites by Area of Search

6.13 The potential strategic development sites we have identified are listed below in Tables 6 to 14 by Area of Search. Location and boundary maps for each site are provided at Appendix I. Where a site has been the subject of a submission we have provided the representation number.

6.14 The representations we received to our earlier Partial Review Issues Paper are available alongside this Options Paper. The representations submitted to our Local Plan Part 2 Issues Paper are available separately on-line ⁽¹¹⁾. Although we are seeking to help Oxford in meeting its housing need, the sites listed may have been promoted for other employment or commercial development. We are examining these sites as they might be suitable for mixed use residential development. In a few cases, we have received update site boundary information from site promoters that may have changed since the original submission. The up-to-date boundaries are reflected on the maps at Appendix I.

11 <http://www.cherwell.gov.uk/index.cfm?articleid=10941>

Table 6 Area of Search Option A: Kidlington and Surrounding Area - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
14	Land North of the Moors	Kidlington	21.68	Issues Consultation	Bloombridge LLP	Residential	PR-A-019 / LP2-A-056
20	Begbroke Science Park	Begbroke	174.62	Issues Consultation	JPPC	Residential	PR-A-074 / LP2-A-071
23	Land at junction of Langford Lane/A44	Begbroke	14.71	Issues Consultation	Blenheim Estates	Residential and employment	PR-A-009
24	Begbroke Lane, North East Field	Begbroke	19.40	Issues Consultation	Blenheim Estates	Residential	PR-A-009
27	Land North of the Moors and East of Banbury Road	Kidlington	36.02	Issues Consultation	Strutt & Parker	Residential	PR-A-004
32	Land adjoining 26 & 33 Webbs Way	Kidlington	3.45	Issues Consultation	West Waddy AAP	Residential	PR-A-080
34	South of Sandy Lane	Begbroke	9.60	Issues Consultation	Kemp & Kemp	Residential	PR-A-140
38	North Oxford Triangle	Kidlington	89.48	Issues Consultation	Savills	Mixed use	PR-A-067
39	Frieze Farm, Woodstock Road	Kidlington	29.95	Issues Consultation	Turnberry Planning Ltd	Mixed use	PR-A-062
41	Land at Drinkwater	Kidlington	30.35	Issues Consultation	Simply Land (Oxford) Ltd	Residential and leisure	PR-A-014
48	Land south of Solid State Logic Headquarters	Begbroke	2.47	Issues Consultation	M Gilbert & VSL & Partners	Residential	PR-A-051
49	Land at Stratfield Farm, Oxford Road	Kidlington	10.46	Issues Consultation	Kemp & Kemp	Residential	PR-A-137 / LP2-A-191
50	Land North of Oxford	Kidlington	150.77	Issues Consultation	Oxford City Council	Residential	PR-A-057

Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
51	Land West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood	Yarnton	188.84	Issues Consultation	Gerald Eve LLP	Residential	PR-A-061
74	Land at no.40 and to the rear of 30-40 Woodstock Road East	Begbroke	4.39	Issues Consultation	JPPC	Residential	PR-A-111 / LP2-A-129
75	Land adjacent to The Old School House, Church Lane	Yarnton	2.83	Issues Consultation	Carter Jonas	Residential	LP2-A-120
91	Land South of Station Field Industrial Park	Kidlington	2.39	Issues Consultation	West Waddy AAP	Employment	PR-A-080 / LP2-A-081
92	Knightsbridge Farm	Yarnton	5.71	Issues Consultation	Kemp & Kemp	Residential	PR-A-129 / LP2-A-146
118	London-Oxford Airport	Kidlington	204.93	Issues Consultation	GVA	Mixed use	PR-A-053 / LP2-A-106
122	Land to South of A34, adjacent to Woodstock Road, Wolvercote	Kidlington	6.21	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
123	Land to South of A34, North of Linkside Avenue, Wolvercote	Kidlington	4.1	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
124	Land to West of A44, North of A40, Wolvercote	Kidlington	11.56	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
125	Land at Gosford Farm, Gosford	Kidlington	20.69	Issues Consultation	Carter Jonas	Residential	LP2-A-145
126	Seedlake Piggeries	Yarnton	11.87	Issues Consultation	Carter Jonas	Residential	LP2-A-145
167	Land adjacent to Oxford Parkway. Banbury Road	Kidlington	7.69	Issues Consultation	Carter Jonas	Residential	LP2-A-145

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
168	Loop Farm, Wolvercote	Kidlington	3.31	Issues Consultation	R Serjeant	Residential	LP2-A-165
177	Loop Farm(2), Wolvercote	Kidlington	5.52	Issues Consultation	R Serjeant	Residential	LP2-A-165
178	Land east of Kidlington and west of A34	Kidlington	27.76	Issues Consultation	Savills	Residential	PR-A-131
194	Land off Langford Lane	Kidlington	8.49	Issues Consultation	JPPC	Employment	PR-A-041 / LP2-A-036
195	Kidlington Depot, Langford Lane	Kidlington	3.39	Issues Consultation	Savills	Employment	LP2-A-053

Table 7 Area of Search Option B: North and East of Kidlington - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
19	Shipton on Cherwell Quarry	Shipton on Cherwell	108.59	Issues Consultation	Molyneux Planning	Residential (mixed use)	PR-A-106 / LP2-A-008
21	Land off Mill Lane/Kidlington Road	Islip	4.51	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153
22	Land north west of London-Oxford Airport, nr. Woodstock	Woodstock	48.72	Issues Consultation	Blenheim Estates	Residential, employment and retail	PR-A-009
25	Land east of Marlborough School, Woodstock	Woodstock	6.00	Issues Consultation	Blenheim Estates	Residential	PR-A-009
9	Land at Shipton on Cherwell	Shipton on Cherwell	2.23	Issues Consultation	Molyneux Planning	Infrastructure	PR-A-104 / LP2-A-009

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
30	Oil Storage Depot, Bletchingdon Road	Islip	13.30	Issues Consultation	Kemp & Kemp	Residential	PR-A-109
5	Land off Bletchingdon Road	Islip	5.46	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153
181	Land off Mill Street/Mill Lane	Islip	2.18	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153

Table 8 Area of Search Option C: Junction 9, M40 - Potential Strategic Development Sites

Sire Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
10	Land East of Wendlebury	Wendlebury	255.56	Issues Consultation	Bonnar Allan Ltd	Residential and leisure	PR-A-083
11	Land North and South of A34 / west of M40 Junction 9	Weston on the Green	199.25	Issues Consultation	Barton Willmore	Residential (mixed use)	PR-A-088
12	Land at Little Chesterton	Chesterton	27.58	Issues Consultation	P3 Eco Ltd (P3)	Residential	PR-A-133
97	Church Field, Wendlebury Road	Wendlebury	9.32	Issues Consultation	C Middleditch	Residential	PR-A-112 / LP2-A-133
139	Land at Lodge Farm	Chesterton	40.11	Issues Consultation	Savills	Residential and employment	PR-A-127 / LP2-A-171
196	Extension to Bicester Gateway	Bicester	2.59	Issues Consultation	Bloombridge LLP	Employment	LP2-A-056

Table 9 Area of Search Option D: Arncott - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
62	Land at Arncott Hill, off Patrick Haugh Road and Buchanan Road	Arncott	5.44	Issues Consultation	Brown & Co	Residential	LP2-A-116
149	Land at Murcott Road	Arncott	4.29	Issues Consultation	Kemp & Kemp	Residential	LP2-A-190

Table 10 Area of Search Option E: Bicester and Surrounding Area - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
3	Land Adjoining Graven Hill	Bicester / Ambrosden	62.13	Site Submission (HELAA)	QUOD	Residential	N/A
7	Land at Wretchwick Farm, Ploughley Road	Ambrosden	3.45	Site Submission (HELAA)	Brown & Co	Residential	N/A
33	South Lodge, Fringford Road	Caversfield	6.97	Issues Consultation	Larkstoke Properties Ltd	Residential	PR-A-136
37	Land to West of Himley Village, Middleton Stoney Road	Bicester	11.11	Issues Consultation	P3 Eco Ltd (P3)	Residential	PR-A-134
77	Bicester Garden Centre	Bicester	10.56	Issues Consultation	Gregory Grey Associates	Employment (retail)	LP2-A-017
105	Land north of Rau Court	Caversfield	3.00	Issues Consultation	Kemp & Kemp	Residential	PR-A-139 / LP2-A-015
140	Skimmingdish Lane	Bicester	2.77	Issues Consultation	Cerda Planning	Residential	PR-A-089 / LP2-A-088
141	Land East of Charbridge Lane, South of Railway	Bicester	5.32	Issues Consultation	O Burton-Taylor	Residential	LP2-A-055

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
142	Land North of Railway, East of Charbridge Lane	Bicester	3.01	Issues Consultation	O Burton-Taylor	Employment and retail	LP2-A-055
144	Bicester Sports Association Site, Oxford Road	Bicester	4.08	Issues Consultation	Barton Willmore	Retail and Town Centre Uses	LP2-A-079
147	Land at Grange Farm	Launton	5.85	Issues Consultation	Pegasus Group	Residential	PR-A-071 / LP2-A-067
148	Land at Blackthorn Road	Launton	5.36	Issues Consultation	Kemp & Kemp	Residential	LP2-A-189
150	The Plain, Land East of B4100	Bicester	10.39	Issues Consultation	Adalta Real	Residential	PR-A-138 / LP2-A-131
190	Dymock Farm	Caversfield	33.80	Issues Consultation	Savills	Flexible	PR-A-126 / LP2-A-170
197	North West Bicester	Bicester	19.19	Issues Consultation	Barton Willmore	Residential (mixed use)	PR-A-097 / LP2-A-096

Table 11 Area of Search Option F: Former RAF Upper Heyford and Surrounding Area - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
16	Land west of Chilgrove Drive and North of Camp Road	Upper Heyford	17.30	Issues Consultation	Framptons	Residential	PR-A-132

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
36	Letchmere Farm, Camp Road	Upper Heyford	5.88	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-148
47	Land South of Upper Heyford Airfield	Upper Heyford	123.71	Issues Consultation	Savills	Residential	PR-A-022
52	Land South East of Lower Heyford	Lower Heyford	287.60	Issues Consultation	Bonnar Allan Ltd	Mixed use	PR-A-143
188	Heyford Leys Campsite, Camp Road	Upper Heyford	3.26	Issues Consultation	GVA	Residential	PR-A-141 / LP2-A-167
191	Land adjoining and west of Chilgrove Drive and adjoining and north of Camp Road	Upper Heyford	5.78	Issues Consultation	Framptons	Employment	LP2-A-179

Table 12 Area of Search Option G: Junction 10, M40 - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
26	Land at southern edge of village	Ardley	5.49	Issues Consultation	JM Osborne & Co	Residential	PR-A-107 / LP2-A-119
56	Land at Junction 10 M40	Ardley	66.79	Issues Consultation	QUOD	Employment	PR-A-027
67	Land adjoining playing field	Ardley	4.57	Issues Consultation	JM Osborne & Co	Residential	PR-A-107 / LP2-A-119

Table 13 Area of Search Option H: Banbury and Surrounding Area - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
15	Land at Crouch Farm	Banbury	3.07	Issues Consultation	Savills	Residential	PR-A-128 / LP2-A-172
17	Site east of the M40 Overthorpe	Banbury	17.77	Issues Consultation	Fisher German	Employment	PR-A-117 / LP2-A-166
28	Land West of Southam Road	Banbury	11.63	Issues Consultation	Rapleys	Residential	PR-A-006
43	Land to the North of Broughton Road	Banbury	7.35	Issues Consultation	Laws & Fiennes	Residential	PR-A-124
45	Land adjoining Dover Avenue and Thornbury Drive	Banbury	14.01	Issues Consultation	Savills	Residential	PR-A-122
54	Land off Warwick Road	Banbury	22.24	Issues Consultation	Turley	Residential	PR-A-086
58	Bretch Farm, Broughton Road	Banbury	10.37	Issues Consultation	PW Woodfield & AW Chard	Residential	PR-A-102 / LP2-A-107
130	Land South of Broughton Road	Banbury	10.56	Issues Consultation	Gleeson Developments	Residential	LP2-A-012
146	Milestone Farm, Broughton Road	Banbury	7.50	Issues Consultation	C Howse	Residential	LP2-A-169
186	Land south of Wards Crescent	Bodicote	2.26	Issues Consultation	RPS	Residential	PR-A-105 / LP2-A-147
187	Dukes Meadow Drive	Banbury	19.74	Issues Consultation	Framptons	Residential	PR-A-145 / LP2-A-180
198	Land at Southam Road	Banbury	10.27	Issues Consultation	Barton Willmore	Residential	PR-A-070

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
199	Land at Wykham Park Farm, North of Wykham Lane	Banbury	32.49	Issues Consultation	David Lock Associates	Residential	PR-A-064

Table 14 Area of Search Option I: Remainder of District / Rural Dispersal - Potential Strategic Development Sites

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
1	Land off Station Road	Cropredy	3.31	Initial Scoping for Local Plan Part 2	Bidwells	Residential	N/A
8	Land North East of Ambrosden	Ambrosden	17.12	Pre-application (public consultation)	David Lock Associates	Residential and leisure	N/A
9	Land to the rear of The Old Quarry House, Fenway	Steeple Aston	6.51	Site Submission (HELAA)	Delta Planning	Residential	N/A
18	Land West of Banbury Road	Adderbury	4.44	Issues Consultation	Advance Land & Planning Ltd	Residential	PR-A-130 / LP2-A-183
31	Durrants Gravel	Finmere	3.26	Issues Consultation	H Treadwell	Residential	PR-A-119
35	Land North and South of Milton Road	Bloxham	15.62	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-052
46	Land West of Hook Norton Road	Sibford Ferris	9.05	Issues Consultation	Fisher German	Residential	PR-A-125
53	Land at Oxfordshire Inn	Heathfield	12.75	Issues Consultation	GVA	Residential	PR-A-141
57	Land at Station Road	Hook Norton	2.23	Issues Consultation	M Gilbert	Residential	LP2-A-084

Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
63	Land at Kiln Farm	Blackthorn	6.23	Issues Consultation	Brown & Co	Residential	LP2-A-114
66	Land at Folly Farm	Sibford Ferris	22.00	Issues Consultation	Brown & co	Residential	LP2-A-113
73	Land near Northampton Road	Weston on the Green	2.13	Issues Consultation	L Godwin	Residential	LP2-A-130
80	Land adjacent to Paradise Lane	Milcombe	2.40	Issues Consultation	Savills	Residential	LP2-A-149
82	Field known as Baby Ben, adjoining Northampton Road	Weston on the Green	2.18	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-152
83	Land adjoining Caerleon, Northampton Road	Weston on the Green	2.70	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-152
87	Land off Banbury Road, Twyford	Adderbury	2.94	Issues Consultation	Brown & Co	Residential	LP2-A-157
88	Land off Milton Road	Adderbury	3.54	Issues Consultation	Framptons	Residential	LP2-A-066
94	Land to the North of Clifton Road	Deddington	3.32	Issues Consultation	J A Calcutt	Residential	LP2-A-023
95	Land to the west of Banbury Road	Deddington	7.37	Issues Consultation	J A Calcutt	Residential	LP2-A-023
98	Oxford Road	Deddington	3.33	Issues Consultation	C Middleditch	Residential	PR-A-114 / LP2-A-135
99	Quarry Farm, Rattlecombe Road	Shenington	2.45	Issues Consultation	C Middleditch	Residential	LP2-A-136
109	Land at The Bourne	Hook Norton	4.89	Issues Consultation	Turley Associates	Residential	LP2-A-098

Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
I 10	Land East of South Newington Road	Bloxham	8.10	Issues Consultation	Define Planning & Design Ltd	Residential	PR-A-090 / LP2-A-089
I 11	Land East of A4260 Banbury Road, near Fire Station	Deddington	2.06	Issues Consultation	S Fuller	Residential	LP2-A-138
I 12	Land North of Earls Lane (portion of 'Gas House')	Deddington	3.13	Issues Consultation	S Fuller	Residential	LP2-A-138
I 13	Western end of Pond Field, North of Earls Lane	Deddington	2.12	Issues Consultation	S Fuller	Residential	LP2-A-138
I 14	The Paddock, Berry Hill Road	Adderbury	3.97	Issues Consultation	Strutt & Parker	Residential	PR-A-123 / LP2-A-132
I 16	Land at South Adderbury	Adderbury	6.74	Issues Consultation	Brown & Co	Residential	PR-A-072 / LP2-A-144
I 17	Land at Berry Hill Road	Adderbury	13.96	Issues Consultation	Brown & Co	Residential	PR-A-072 / LP2-A-144
I 19	Land at Fern Hill Farm	Milcombe	3.70	Issues Consultation	Brown & Co	Residential	LP2-A-139
I 28	Church Leys Field, Blackthorn Road	Ambrosden	5.35	Issues Consultation	Archstone Projects Ltd	Residential	LP2-A-159
I 29	Land at Ell's Lane	Bloxham	2.61	Issues Consultation	Cala Homes	Residential	LP2-A-162
I 34	Land East of Banbury Business Park, Aynho Road	Adderbury	3.47	Issues Consultation	JLL	Residential and employment	PR-A-047 / LP2-A-041
I 36	Land at Heatherstone Lodge	Finmere	3.27	Issues Consultation	AAH Planning	Residential	LP2-A-160
I 37	Land to the North of Stratford Road, Site 3	Wroxton	2.43	Issues Consultation	Phillips Planning Services Ltd	Residential	PR-A-121 / LP2-A-164

Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
138	Land to the North of Stratford Road, Site 4	Wroxton	5.20	Issues Consultation	Phillips Planning Services Ltd	Residential	PR-A-121 / LP2-A-164
145	Land to the Rear of Kelberg Trailers	Weston on the Green	11.44	Issues Consultation	R A Sutton	Employment	LP2-A-168
153	Land West of Hempton	Deddington	2.24	Issues Consultation	Hunter Page Planning	Residential	LP2-A-121
157	Upper Noke	Noke	3.61	Issues Consultation	K Pelton	Residential	LP2-A-104
158	Oak View	Milcombe	8.79	Issues Consultation	M Hands	Residential	PR-A-108 / LP2-A-124
159	Land North East of Tadmarton Road	Bloxham	8.30	Issues Consultation	B Facon	Residential	LP2-A-125
160	Land off Bloxham Grove Road	Bloxham	5.58	Issues Consultation	Fisher German	Residential	LP2-A-192
161	Land adjoining Middle Aston Lane	Middle Aston	2.67	Issues Consultation	Fisher German	Employment	LP2-A-174
162	Land off B4100	Adderbury	2.88	Issues Consultation	Fisher German	Residential	LP2-A-175
163	Land off Bloxham Road	Milcombe	6.03	Issues Consultation	Fisher German	Residential	LP2-A-176
164	Land East of Sands Lane	South Newington	2.31	Issues Consultation	Fisher German	Residential	LP2-A-177
166	Land north of Fenway	Steeple Aston	3.32	Issues Consultation	Fisher German	Residential	LP2-A-174
171	Land south of Fenway	Steeple Aston	2.37	Issues Consultation	Fisher German	Residential	LP2-A-174
172	Gravel Farm	Finmere	5.07	Issues Consultation	R Serjeant	Residential	LP2-A-165
176	Land east of Sibford Road	Hook Norton	2.68	Issues Consultation	Gladman Developments	Residential	LP2-A-045

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
183	Land off Lince Lane	Kirtlington	3.58	Issues Consultation	Gladman Developments	Residential	LP2-A-045
184	Land west of Banbury Road	Adderbury	6.70	Issues Consultation	Gladman Developments	Residential	LP2-A-045
189	Land off South View	Great Bourton	4.82	Issues Consultation	Brown & Co	Residential	LP2-A-142
192	Hatch End Industrial Estate	Middle Aston	2.30	Issues Consultation	Fisher German	Residential	LP2-A-173
200	Land opposite Staplehurst Farm, Church Road	Weston on the Green	8.68	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-181
201	Land at junction of Bloxham Road and New Road	Milcombe	5.63	Site Submission (HELAA)	Savills	Residential	N/A

Which Strategic Site Options Relate to the Spatial Options Considered by the Oxfordshire Growth Board?

6.15 We have explained that the Growth Board's consideration of spatial options was to inform a apportionment of Oxford's unmet housing needs to the district councils, not to suggest the allocation of sites or pre-determine a statutory Local plan process. We also explained that the those options may not have the same site areas as those that we are now considering. Table 15 identifies the site references for the sites we are considering that most closely relate to the spatial options considered by the Growth Board.

Table 15 Relationship of Sites to Oxfordshire Growth Board Spatial Options

Oxford Growth Board Reference No.	Oxfordshire Growth Board Spatial Option	Related Partial Review Site No.
1	Shipton-on-Cherwell Quarry	19
2	Land North of Oxford	38,50,122
3	Land at Woodstock	22
4	Land at Begbroke	20, 23, 24, 74
5	East of Yarnton	20, 126
6	West of Yarnton	51
7	South East of Kidlington	178

Your views on the identified sites

6.16 We have four questions about the potential site we have identified:

Question 11

**Identified Potential Strategic
Development Sites**

Do you have any comments on the sites we have identified? Please provide the site reference number when providing your views.

Question 12

Site Promotions

Do any site promoters / developers / landowners wish to provide updated or supporting information about your sites?

Question 13

**Other Potential Strategic
Development Sites**

Are there any potential sites that we have not identified?

Question 14

Representations and Submissions

Do you have any comments on the representations and submissions we have received so far. Do you disagree with any we have received? Please provide the representation number where applicable.

7 Considering Options for Meeting Oxford's Housing Needs

Assessing the Areas of Search

7.1 We have undertaken initial assessments of the Areas of Search we have identified. Each Area of Search has some key strategic opportunities and constraints that reflect current circumstances which we summarise in Table 16.

Table 16 Areas of Search - Key Strategic Opportunities and Constraints

Area of Search		Key Strategic Opportunities	Key Strategic Constraints
Option A	Kidlington and Surrounding Area	Partly an urban area Immediate relationship to Oxford Accessibility to Oxford's infrastructure Road/rail/public transport corridors Immediate economic relationship to Oxford Economic growth location related to Oxford Within Oxfordshire Housing Market Area	Within Green Belt Capacity of transport network Relationship to existing villages Impact on countryside Partly within Special Area of Conservation (European protected wildlife site)
Option B	North and East of Kidlington	Proximity to Oxford Road and rail corridors Includes significant previously developed land	Mostly within Green Belt Relationship to existing villages Impact on countryside Proximity to Special Area of Conservation (European protected wildlife site)

	Area of Search	Key Strategic Opportunities	Key Strategic Constraints
		Within Oxfordshire Housing Market Area	Proximity to Blenheim Palace World Heritage Site
Option C	Junction 9, M40	Strategic highway access Within Oxfordshire Housing Market Area	Impact on growth delivery at Bicester Relationship to existing villages Lack of immediate relationship with Oxford Impact on countryside
Option D	Arncott	Includes significant previously developed land Within Oxfordshire Housing Market Area	Impact on growth delivery at Bicester Rural road network Relationship to existing villages Lack of immediate relationship with Oxford Impact on countryside
Option E	Bicester and Surrounding Area	Existing urban area Committed growth location Eco-development location Garden Town Healthy New Town Rail connection to Oxford Within Oxfordshire Housing Market Area	Growth capacity by 2031 Market deliverability by 2031 Relationship to existing villages Lack of immediate relationship with Oxford Impact on countryside
Option F	Former RAF Upper Heyford and Surrounding Area	Committed growth location (in part) Within Oxfordshire Housing Market Area	Rural road network Relationship to existing villages Landscape

Area of Search		Key Strategic Opportunities	Key Strategic Constraints
			<p>Lack of immediate relationship to Oxford</p> <p>Impact on countryside</p> <p>Proximity to Rousham Park</p> <p>Relationship to RAF Upper Heyford Conservation Area</p>
Option G	Junction 10, M40	<p>Strategic highway access</p> <p>Proximity to Ardley Energy from Waste plant</p> <p>Within Oxfordshire Housing Market Area</p>	<p>Impact on growth delivery at Banbury and Bicester</p> <p>Relationship to existing villages</p> <p>Lack of immediate relationship with Oxford</p> <p>Impact on countryside</p>
Option H	Banbury and Surrounding Area	<p>Existing urban area</p> <p>Committed growth location</p> <p>Rail connection to Oxford</p> <p>Within Oxfordshire Housing Market Area</p>	<p>Growth capacity by 2031</p> <p>Market deliverability by 2031</p> <p>Relationship to existing villages</p> <p>Lack of immediate relationship to Oxford</p> <p>Impact on countryside</p>
Option I	Remainder of District / Rural Dispersal	Within Oxfordshire Housing Market Area	<p>Availability of Infrastructure</p> <p>Rural road network</p> <p>Rural character</p> <p>Relationship to existing villages</p> <p>Mostly lack of immediate relationship to Oxford</p> <p>Impact on countryside</p>

7.2 Each Area of Search in this Options Paper has been the subject of an early stage of sustainability testing through two pieces of evidence which have informed this Options Paper:

1. An Interim Transport Assessment - a piece of work produced for the Partial Review of the Local Plan by consultants who had previously produced the High Level Transport Assessment of Spatial Options for the Oxfordshire Growth Board
2. An Initial Sustainability Appraisal - produced by the consultants who worked on our adopted Local Plan and who also produced the sustainability assessment of spatial options for the Oxfordshire Growth Board.

Interim Transport Assessment - Approach

7.3 An Interim Transport Assessment has been prepared as the first stages of an Assessment that will continue throughout the Plan preparation process. The report of the assessment is available in support of this consultation. It explains the overall assessment process that is being undertaken to meet national policy requirements, to ensure cooperative working with the Highways Authorities and to ensure a robust, evidence based approach to the Partial Review:

- Reviewing areas of search and spatial options to understand the extent to which different patterns and scales of development can facilitate sustainable transport access to Oxford's employment markets - reflecting that the growth seeks to accommodate Oxford's unmet housing need over the plan period to 2031

- Identifying spatial options where residential development may undermine, or place additional pressure upon, existing transport proposals enshrined in the Infrastructure Delivery Plan for Cherwell ⁽¹²⁾
- Highlighting areas of search and spatial options where there is greatest opportunity to promote and prioritise alternative modes of travel to private car use, and/or reduce the need to travel, when accessing employment and key services
- Understanding and quantifying potential impacts on current transport networks, and existing/forecast conditions, of allocating Cherwell's share of Oxford's unmet housing need across different spatial options
- Identifying a proportionate range of transport infrastructure improvements that are considered necessary, or essential, to support development at a range of spatial options
- Testing the cumulative impacts of existing (including as allocated in the adopted Local Plan) and proposed development on local and strategic transport networks.

7.4 The report makes clear that these transport considerations will be explored and considered iteratively as the Partial Review of the Local Plan proceeds through the stages of initial evidence base, options testing, and preparation of the final document, and that local transport issues are being considered in partnership with Oxfordshire County Council and Highways England.

7.5 At this stage, the published report does two things:

¹² available at <http://www.cherwell.gov.uk/index.cfm?articleid=9043>

1. Assesses the broad areas of search in Cherwell within which Oxford's unmet need could be potentially accommodated, identifying issues and opportunities with each area
2. Scoping specific spatial options identified within the most sustainable areas of search (as concluded by the Initial Sustainability Appraisal) that could potentially accommodate Cherwell's share of Oxford's unmet housing need.

7.6 The conclusion of part I above has informed our Initial Sustainability Appraisal of the Areas of Search. The conclusions of that appraisal were used to identify, based on evidence so far, the most sustainable Areas of Search. Within those Areas of Search we currently consider to be the most sustainable, we have undertaken an initial transport assessment of the potential strategic development sites.

7.7 The Interim Transport Assessment:

- Provides a baseline of current transport conditions in the local area, identifying key drivers for travel demand and their impacts on transport networks
- Considers projected future growth and associated transport proposals
- Summarises the forecast impacts of growth on local transport networks
- Reviews the baseline evidence to set out key transport considerations for accommodating additional housing growth to 2031
- Outlines the methodology and findings from the first stage of transport assessment for the Areas of Search (which were fed into the Initial Sustainability Appraisal)
- Describes the methodology and findings from the second stage of transport assessment of spatial options / strategic

development areas (also informing the Initial Sustainability Appraisal)

- Sets out potential next steps in respect of more detailed transport assessment work - necessary to inform site specifics and plan infrastructure provision.

7.8 The Areas of Search were assessed through a 'RAG' (Red, Amber Green) analysis using eight metrics or measurements:

1. Commuter travel within each area of search - the mode of travel
2. Proximity to current sustainable transport services and infrastructure that serve Oxford
3. Access to Oxford jobs by walking and public transport
4. Access to Oxford jobs by road
5. Traffic conditions on key nearby routes
6. Proximity to proposed local transport improvements
7. Proximity to future transport investments that complement other strategic development
8. Proximity to a railway station.

7.9 The detailed criteria applied for each is explained in the report. The findings for the Areas of Search were fed into the Initial Sustainability Appraisal of the Areas of Search. That Appraisal's findings on the most sustainable Areas of Search (at this stage) were used to help decide which spatial options / strategic development sites should be the subject of testing through the Initial Transport Assessment. Should further evidence result in significant changes to either the Areas of Search or the transport 'baseline' position, then the assessment of the Areas of Search would need to be reviewed.

7.10 Those strategic development options were also assessed through a 'RAG' (Red, Amber, Green) analysis using a similar set of

metrics or measurements to those used for the Areas of Search. Ten metrics were applied:

1. Commuter travel from within each site option - the mode of travel
2. Proximity to current sustainable transport services and infrastructure that serve Oxford
3. Proximity to current sustainable transport services and infrastructure that serve Cherwell
4. Access to Oxford jobs by walking and public transport
5. Access to Oxford jobs by road
6. Traffic conditions on key nearby routes
7. Proximity to planned local transport investments
8. Proximity to future transport investments that complement other strategic development
9. Road safety incidents near to site
10. Proximity to Cherwell and Oxford Air Quality Management Areas.

7.11 The detailed criteria applied are explained in the report. The conclusions of the Initial Transport Assessment for the strategic development sites were used in examining the sites through the Initial Sustainability Appraisal. Should further evidence result in significant changes to the Area of Search findings, the strategic development sites or the transport 'baseline' position, then the assessment of the sites would need to be reviewed.

Initial Sustainability Appraisal - Approach

7.12 It is mandatory for Local Plans to be subject to Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment). The main stages of the SA process are:

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

Stage B: Developing and refining options and assessing effects

Stage C: Preparing the Sustainability Appraisal Report

Stage D: Consulting on the Local Plan Part I Partial Review and the SA report

Stage E: Monitoring the significant effects of implementing the Local Plan Part I Review.

7.13 The process is iterative with the early stages of plan preparation informing the SA and early SA work informing plan preparation.

7.14 We consulted on an initial 'scoping report' in January 2016 alongside our issues paper, meeting the statutory requirement to consult Natural England, the Environment Agency and Historic England. The comments received, as part of representations to the Issues Paper (and available alongside this Options Paper), have been taken into account. The SA lists the comments received and how they have been dealt with.

7.15 The Initial Sustainability Appraisal report includes a revised scoping of the social, economic and environmental baseline for the plan area as well as the policy context and key sustainability issues. It includes a review of policies, plans and programmes of relevance to the Partial Review of Local Plan. Relevant information which relates to planning in Oxfordshire and Oxford City has been considered in addition to that for Cherwell.

7.16 A 'Sustainability Appraisal framework' has been developed, comprising a list of SA objectives (with sub-objectives / criteria) against which areas of search and site options have been appraised. These SA objectives

reflect the long-term aspirations of the District with regard to social, economic and environmental considerations.

7.17 Throughout the SA process the performance of options for the Partial Review of the Local Plan (and later in the process policies and site allocations) are assessed against these SA objectives and sub-questions. The SA scoping will continue to be updated as necessary at each stage of the SA process in order to ensure that the current environmental, economic and social situation in Cherwell and the most up-to-date evidence is taken into account.

7.18 The SA process needs to help develop and refining our options and assess effects. 'Reasonable alternatives' to the options must be considered. Alternatives that are not reasonable do not need to be appraised.

7.19 In determining which options are progressed, the SA findings are considered alongside other factors such as conformity with national policy, consultation feedback and deliverability issues.

7.20 The SA for the Cherwell Local Plan Part I Partial Review therefore focuses on the the number of homes we are being asked to accommodate and locational options for accommodating those homes. The SA takes into account how options for delivering additional housing development within Cherwell perform in sustainability terms, including with respect to their relationship with Oxford City.

7.21 Although individual locations within Cherwell have been assessed on their own merits, for example in relation to environmental assets and constraints, such as biodiversity, landscape character and sensitivity, flood risk, soils quality and the historic environment, they have also been

appraised as to how sustainably they help meet Oxford's unmet housing need, considering factors such as:

- Need for affordable housing
- Commuting patterns and travel to work areas
- Transport infrastructure, traffic congestion (and related air quality and carbon emissions issues), and options to travel through use of sustainable transport options, such as rail
- Accessibility not only to Oxford itself, but also to the main employment areas, science and business parks that are located on the fringes of the city

7.22 The SA also considers how well the locational options for delivering housing relate to the existing and planned communities, jobs, services and facilities within Cherwell itself. This is because not all residents of the new housing will work within Oxford or its business and science parks, and it is likely that many everyday needs, such as recreation and sport, shopping, and schools will be accessed locally.

7.23 The adopted Cherwell District Council Local Plan Part I was subject to SA throughout its preparation. That SA work is being drawn on as appropriate throughout the SA/SEA of the Local Plan Part I Partial Review.

Interim Transport Assessment - Key Findings for Areas of Search

7.24 The detailed findings for the initial assessment (Red, Amber, Green analysis) of the Areas of Search are set out in the report.

7.25 The Assessment revealed that Option A (Kidlington and Surrounding Area) and Option B (North and East of Kidlington) stand out as the areas of search with the

most 'green' scores, particularly in respect of existing proximity to sustainable transport services and public transport accessibility.

7.26 Option E (Bicester and Surrounding Area) and H (Banbury) are predominantly rated 'amber' and are situated in locations where planned future transport investments are related to other strategic housing and employment developments.

7.27 Option C (Junction 9, M40) and Option F (Former RAF Upper Heyford) contain fewer 'green;' and more 'red' scores, and score less positively in respect of existing sustainable transport connectivity and the current sustainability of commuter travel behaviours.

7.28 Option D (Arncott), Option G (Junction 10, M40) and Option I (Remainder of District / Rural Dispersal) score least positively overall and do not benefit from existing or planned sustainable transport infrastructure in the local area.

Question 15

Interim Transport Assessment - Key Findings for Areas of Search

Do you have any comments on the Assessment and its findings?

Areas of Search - Selection of Options

7.29 The findings of the Interim Transport Assessment were considered by Council officers in determining which Areas of Search should proceed as reasonable options for Sustainability Appraisal. It was considered that because the 2014 Oxfordshire Strategic Housing Market Assessment (SHMA) concluded that that Oxfordshire has a county-wide housing market area, at this

early stage of plan preparation all of the Areas of Search must be considered as being 'reasonable' options. It was also considered that while the transport assessment was an important input to the SA process, it was not a reason in itself to determine that any Areas of Search were unreasonable to consider.

7.30 It was also concluded that although exceptional circumstances would ultimately need to be demonstrated to release any land from Green Belt (to comply with national policy), options in the Green Belt (close to Oxford) must be considered to be reasonable.

7.31 In 2014, the Council was required to respond to the higher housing need for Cherwell as identified in the Oxfordshire SHMA. The SA Addendum for the Local Plan reported:

"The Council considers that the increase in new housing is achievable without significant changes to the strategy, vision or objectives of the submitted Local Plan, and that there are reasonable prospects of delivery over the plan period. As a result, alternatives that do not accord with the spatial strategy in the submitted Local Plan are not considered by the Council to be reasonable alternatives. The strategic release of Green Belt land was therefore considered not to be a reasonable alternative, although the Local Plan is likely to require review once the established process for considering the full strategic planning implications of the 2014 SHMA, including for any unmet needs in Oxford City, has been fully considered jointly by all the Oxfordshire Councils. Similarly, strategic development outside the Green Belt that does not accord with the spatial strategy set out in the submission Local Plan was not considered to be a reasonable alternative."

7.32 That joint, county-wide process has now been completed by the Oxfordshire Growth Board, and as the purpose of the Partial Review of the Local Plan is to help meet Oxford's housing needs, and the City Council's administrative area is surrounded by Green Belt, the consideration of Green Belt options (Areas of Search Options A and B) in these circumstances must be considered as being reasonable.

Question 16

Areas of Search - Selection of Options

Do you agree with all of the Areas of Search being considered reasonable?

Initial Sustainability Appraisal - Key Findings for Areas of Search

7.33 The findings of the appraisal are explained in the Initial Sustainability Appraisal report. It is important that the detail of the appraisal is considered.

7.34 The SA included consideration of the effects on Oxford where directly relevant. Three objectives were applied in relation meeting Oxford's needs:

- Objective 1 - To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home
- Objective 16 - To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district and Oxford
- Objective 17 - To sustain and develop economic growth and innovation, an educated/ skilled workforce and support

the long term competitiveness of the district and Oxford.

7.35 A further three were applied that have particular spatial relevance to Oxford:

- Objective 3 - To reduce poverty and social exclusion
- Objective 6 - To improve accessibility to all services and facilities
- Objective 10 - To reduce air pollution (including greenhouse gas emissions) and road congestion.

7.36 Option B (North and East of Kidlington), Option A (Kidlington and Surrounding Area), and Option E (Bicester and Surrounding Area) record the highest number of significant positive (++) effects against the objectives.

7.37 Option H (Banbury and Surrounding Area), Option D (Arncott), Option G (Junction 10, M40), and Option I (Remainder of District / Rural Dispersal) include significant negative effects (--) for some objectives.

7.38 The SA then included consideration on the effects on Cherwell by applying fourteen objectives.

7.39 Three SA objectives were of particular spatial relevance to Oxford:

- Objective 3 To reduce poverty and social exclusion
- Objective 6 To improve accessibility to all services and facilities
- Objective 10 To reduce air pollution (including greenhouse gas emissions) and road congestion.

7.40 Eleven objectives were considered where the effects only relate to Cherwell:

- Objective 2 To improve the health and well-being of the population & reduce inequalities in health
- Objective 4 To reduce crime and disorder and the fear of crime
- Objective 5 To create and sustain vibrant communities
- Objective 7 To conserve and enhance and create resources for biodiversity
- Objective 8 To protect and enhance landscape character and quality and make accessible for enjoyment, the countryside
- Objective 9 To protect, enhance and make accessible for enjoyment, the historic environment
- Objective 11 To maintain and improve the water quality of rivers and to achieve sustainable water resources management
- Objective 12 To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment
- Objective 13. To improve efficiency in land use through the re-use of previously developed land and existing buildings and encouraging urban renaissance
- Objective 14 To reduce the global, social and environmental impact of consumption of resource by using sustainably produced and local products
- Objective 15 To reduce waste generation and disposal, and achieve the sustainable management of waste.

7.41 Option B (North and East of Kidlington), Option H (Banbury and Surrounding Area), Option A (Kidlington and Surrounding Area), Option E (Bicester and Surrounding Area), Option F (Former RAF Upper Heyford and Surrounding Area), Option C (Junction 9, M40) all recorded at

least some significant positive effects (++)
Option B recorded the highest number of significant positive effects.

7.42 All Options record some significant negative effects (--).

7.43 The Initial Sustainability Appraisal of the Areas of Search does not indicate where development might or might not be suitable within those areas.

Question 17

Initial Sustainability Appraisal - Key Findings for Areas of Search

Do you have any comments on the Initial Sustainability Appraisal and its findings for Areas of Search?

Strategic Development Sites - Initial Selection of Options for Testing

7.44 Having regard to both the findings of the Initial Sustainability Appraisal and the Initial Transport Assessment it was considered that at this stage strategic development sites within Areas of Search A and B should proceed to site assessment.

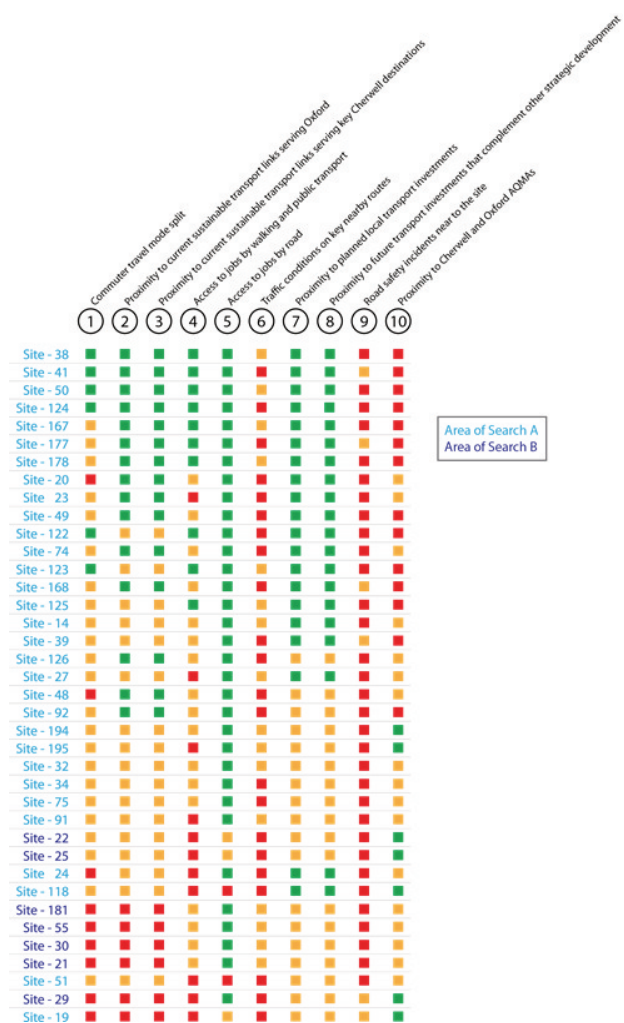
7.45 This conclusion is reinforced by our draft vision (informed by issues identified, evidence prepared and consultation undertaken so far) which includes, "*To provide new balanced communities that are well connected to Oxford...*", and "*... ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities*" (see Section 5 of this Options Paper).

7.46 It is also supported by the extent of Oxford's affordable housing need as identified in the Oxfordshire SHMA which makes the identification of 'convenient, affordable and sustainable travel opportunities' particularly important in providing a sustainable approach to accommodating homes for Oxford.

7.47 The 38 sites with Areas of Search A and B, as listed in Tables 6 and 7 in Section 6, therefore proceeded to more detailed assessment through our transport assessment and sustainability appraisal.

conclusions of the Assessment have been used to help inform the Initial Sustainability Appraisal.

Figure 10 Initial Transport Assessment - Summary of Site Findings



Question 18

Strategic Development Sites - Initial Selection of Options for Testing

Do you agree with the initial selection of site options for testing?

Interim Transport Assessment - Key Findings for Strategic Development Sites

7.48 The 38 sites were the subject of testing using the metrics or measurements described at para. 7.10. Figure 10 below is an extract from the Assessment showing the 'Red, Amber, Green' findings for each site. The Assessment shows positive results of those those sites with good transport connection into Oxford and which are situated close to key transport infrastructure. Land North of Oxford (sites 38 and 50) and Land at Drinkwater (site 41) (to the west of the Peartree interchange) have the most positive results due in the main to their proximity to such infrastructure. Sites 124, 167, 177 and 178 also feature in a band of well performing sites. The detailed

Question 19

Initial Transport Assessment - Key Findings for Strategic Development Sites

Do you have any comments on the Assessment and its findings?

Question 20

Initial Sustainability Appraisal - Key Findings for Strategic Development Sites

Do you have any comments on the SA's initial findings for sites?

Initial Sustainability Appraisal - Key Findings for Strategic Development Sites

7.49 Table 9.1 of the Initial Sustainability Appraisal, published alongside this consultation paper, provides a summary of the effects of residential site options on Oxford. The table illustrates where sites are appraised as having significant negative or significant positive effects.

7.50 Table 9.2 of the Initial Sustainability Appraisal provides a summary of effects on Cherwell; again illustrating those sites for which significant negative and significant positive effects are found.

7.51 These tables are based on more detailed appraisals of search strategic site option.

7.52 We would welcome any comments you have on the SA's findings so far.

Further Consideration of Options

7.53 What we have described above is only our early consideration of options. We not propose broad locations or strategic development sites in this consultation paper. We have presented our initial evidence and emerging thinking on the identification and assessment of options in order to receive feedback. Further and more detailed evidence is required in the continued testing of options and in developing a strategy and plan proposals. Our proposals must ultimately be shown to be sustainable and deliverable.

7.54 We need to continue to consider national planning policy and guidance⁽¹³⁾ in completing our evidence base, considering the results of the consultation and engagement we undertake and in preparing proposals. We set out many of the guiding principles in our previous Issues Paper.

7.55 The continuation our our Sustainability Appraisal process will be central to our plan preparation and we will need to consider whether any proposals that we develop are likely to have any significant effect on the Oxford Meadows Special Area of Conservation (screening under the Habitats Regulations) (see Figure 8). Our forthcoming landscape sensitivity and flood risk work will need to be considered. The

13 <http://planningguidance.communities.gov.uk/>

National Planning Policy Framework (NPPF) requires to conserve and enhance the natural environment (while meeting needs) including protecting and enhancing valued landscapes, minimising impacts on biodiversity and providing net gains in biodiversity. Detailed traffic modelling needs to be undertaken and potential cumulative effects need to be considered.

7.56 Any proposals for land release within the Green Belt would require close consideration against the requirements of the National Planning Policy Framework (NPPF) which states: "*Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period*" (emphasis added). The potential impacts of any land release within the Green Belt will require close scrutiny.

7.57 The NPPF requires us take account of the different roles and character of different areas, recognise the intrinsic character and beauty of the countryside and supporting thriving rural communities. It seeks the achievement of high quality design, reduced pollution, a response to climate change, the conservation heritage assets and the re-use of previously developed land. It requires us to promote mixed use developments, healthy environments and social and cultural well-being. We will need to develop place shaping principles as we prepare an overall strategy for accommodating Oxford's unmet housing

needs, and as our evidence base expands we may need to revisit options and revise our approach.

7.58 Once we have later identified proposed development areas, we will need to consider how sustainable mixed use schemes can be developed having regard to the need for on-site infrastructure and facilities, the provision for recreation and open space and the achievement of high quality design that responds to both the housing need identified and the identity, character, setting and appearance of the localities concerned.

7.59 The consultation responses we received to our earlier Issues Paper in relation to sustainability and the natural environment and to the built and historic environment are informative. We will need to ensure that necessary traffic management measures are provided for; that the relationships between road users and the users of other facilities and spaces are well planned; that green infrastructure linkages are considered (having regard to assets such as conservation target areas and important habitats and species); that the water environment, natural and historic assets and important views are protected. We will need to develop detailed policies that achieve these things and which build-in any on-site or off-site mitigation that may be required.

What other evidence will follow?

7.60 The evidence and key documents we have taken into account in preparing the Options Paper are listed in Table 17. The evidence list excludes other strategies and data that we are required to consider in preparing the Partial Review and in undertaking our Sustainability Appraisal.

7.61 Further evidence that we currently expect to complete or produce is listed in Table 18. Some of the studies listed are already being prepared or are in the process of being commissioned. Other evidence may be required as we consider issues, options and undertake further consultation.

Table 17 Evidence and Key Documents Informing the Options Paper

Ref, No.	Evidence
PR01	Oxfordshire Growth Board - Statement of Co-operation
PR02	Oxford Growth Board Terms of Reference
PR03	Oxfordshire Economic Forecasting Final Report 2014
PR04a-c	Strategic Housing Market Assessment 2014
PR05	Oxfordshire Growth Board - Report & Minutes 20-Nov-2014
PR06	Oxfordshire LEP Strategic Economic Plan 2014
PR07	South East Midlands LEP Strategic Economic Plan
PR08	Oxford Housing Land Availability Assessment December 2014
PR09	Unlocking Oxford's Development Potential - Cundalls - 2014
PR10	Oxford Housing Strategy 2015-2018
PR11	Oxfordshire Growth Board - Updated Advice Note on Oxford's Development Capacity
PR12	Oxfordshire Growth Board - Report and Minutes 19-Nov-2015
PR13a-b	Oxfordshire Growth Board - Green Belt Study

Ref, No.	Evidence
PR14	Oxfordshire Growth Board - Oxford Spatial Options Assessment
PR15a-i	Oxfordshire Board Growth - High Level Transport Assessment of Spatial Options
PR16a-f	Oxfordshire Growth Board - Education Assessment of Spatial Options
PR17	Oxfordshire LEP - Strategic Economic Plan Refresh August 2016
PR18	Connecting Oxfordshire - LTP vol 8 part i - Oxford Transport Strategy July 2016
PR19	Report & Minutes, CDC Executive 4 January 2016
PR20	Partial Review of Cherwell Local Plan Part I - Issues Paper (January 2016)
PR21	Representations to Partial Review Issues Paper (January - March 2016) (including site submissions)
PR22	Initial Transport Assessment (October 2016)
PR23	Initial Sustainability Appraisal (October 2016)
PR24	Statement of Consultation (October 2016)
PR25a-c	Sustainability Appraisal Scoping Report (January 2016)
PR26	Partial Review Issues Paper - Representations Schedule

7.62 We have also completed some additional evidence which, although not available to us at the time of preparing this Options Paper, has been completed in time to support our Options consultation

Table 18 Further Evidence Currently Expected

Evidence
Landscape Sensitivity and Capacity Assessment
Habitats Regulations Assessment - Stage 1 Screening
Transport Assessment
Housing and Employment Land Availability Assessment
Green Belt Study
Sustainability Appraisal
Strategic Flood Risk Assessment Level 1
Flooding Sequential Test
Water Cycle Study
Plan Viability Study
Cumulative Ecological Impact Study
Strategic Development Sites - Place Shaping Principles & Capacity Analysis

Question 21

Evidence Base

Do you have any comments on our evidence base? Are there any other pieces of evidence that we need to consider?

8 Delivering Options for Meeting Oxford's Housing Needs

Infrastructure

8.1 Infrastructure delivery is critical to underpinning the existing development strategy for Cherwell and we need to ensure that the necessary provision is made to support the additional development for Oxford. We will need to ensure that any cumulative impacts of additional growth are considered and work with key partners including Oxfordshire County Council (Highway and Education Authority) and Oxford City Council.

8.2 County-wide infrastructure work has been commissioned by the County Council and should be available to inform the later stages of preparation of the Partial Review. We will also need to continue to engage with key bodies such as the utility companies and the Environment Agency.

8.3 Our proposed document that we consult upon in 2017, will need to be supported by an Infrastructure Delivery Plan (IDP) which sets what, where, when and how new infrastructure would be provided.

8.4 At present the key challenges are expected to be the provision of secondary school facilities to support the the growth anticipated and ensuring that a sustainable transport measures are secured in time. We will also be exploring the feasibility of whether any new railway stations / halts could be provided.

Viability

8.5 In planning for additional development and supporting infrastructure, we need to ensure that what we propose is viable having regard to the costs of development, policy

requirements and the mitigation of impacts. We will need to produce a viability study that takes into account these costs while ensuring that development provides a competitive return to a willing landowner and developer. Ultimately, we need to ensure that the growth we plan for can be delivered.

Providing for a Five Year Supply of Deliverable Sites

8.6 We explained in our earlier Issues Paper that, in planning for new housing supply, national planning policy requires us to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing. We also need to include an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. This rises to 20% where there has been a record of persistent under delivery of housing.

8.7 Where Local Planning Authorities cannot maintain a five year supply, its housing policies are considered to be out of date for the purpose of determining planning applications for housing. This can make it more likely that planning permission will be granted in unplanned locations.

8.8 Maintaining a five year supply depends not just on housing land availability but also market conditions for land and housing and the rates of building by individual developers.

Feedback on Managing a Five Year Land Supply

8.9 Producing a plan to meet Oxford's needs effectively provided the district with an additional five year supply requirement. In our previous Issues Paper we consulted on whether the housing supply we identify needed to be effectively 'ring-fenced' for the

purpose of monitoring and managing supply and avoiding harm to the delivery of our existing growth strategy. We also want to ensure that the sites that we ultimately allocate to meet Oxford's needs are the ones that are delivered.

8.10 Some people considered that 'ring-fencing' a specific supply for Oxford for monitoring purposes was required to avoid harm to the Cherwell strategy (for example, if additional land were required to be released to boost the five year supply it could be contained to a specific area). Some considered that it was necessary to manage land supply and that an Oxford 'fringe' area could be defined. Others felt that there should not be disaggregation of supply by sub-area, that it would be artificial to do so, that national policy did not provide for it, that the housing supply for Cherwell and the supply for Oxford should become a total requirement. Some felt that there would be monitoring difficulties in determining which new homes contributed to which five year supply and that Oxford's influence already extended across the district.

8.11 Having reviewed these responses we consider that how we spatially or geographically manage a five year supply will depend on our final proposed strategy. We will therefore set out our approach in the our Proposed Submission document which will be available for public comment in 2017.

When would a requirement to provide an additional five year supply commence?

8.12 Subject to testing through our plan-making process, the Oxfordshire Growth Board's apportionment requires us to deliver an additional 4,400 homes by the year 2031. The Growth Board assumes that the year 2021 is a reasonable start date for delivery having regard to the time needed to

complete Local Plan processes and for developers to obtain planning permissions and to plan for implementation.

8.13 On this basis, 2021 would be the start of the five year land supply requirement. We consider this to be reasonable having regard to the fact that there is no pre-existing housing supply in the pipeline that has been planned to meet Oxford's needs and we need to ensure that housing is delivered in accordance with our final strategy and not on an unplanned, ad hoc basis.

8.14 A potential housing requirement of 4,400 homes from 2021-2031 would mean an average requirement of 440 per year. This is in addition to the existing Cherwell annual requirement of 1,142 homes per year. The five year supply requirement for Oxford would be 2,310 homes from 2021 to 2026 (440 homes per year plus 5%). The deliverability of the sites we allocate will therefore be important to achieve this.

8.15 The district is currently seeking to make up a shortfall in housing delivery caused partly by the impact of the economic downturn on the housing market from 2008 to 2014 and partly by the conclusion of the Oxfordshire Strategic Housing Market Assessment in 2014 that more housing was required than had previously been estimated. To make up this shortfall, our annual requirement for the period 2016 and 2021 is presently about 1700 homes per year. To provide time to address that shortfall, and the very high delivery requirement that entails, are further reasons why we consider that a 2021 start date would be reasonable.

Question 22

Five Year land Supply Start Date

Is 2021 a justified and appropriate start date for being required to meet Oxford's housing needs and to deliver a five-year supply?

ensure that five year requirements are met before other development phases are approved.

8.19 However, having regard to the pressing need for more housing for Oxford, we do not suggest that the overall commencement of a strategic development site should be delayed once the Partial Review of the Local Plan has been completed. Our intention is to encourage delivery and ensure supply is maintained. We would welcome views on this suggestion, particularly from the development industry.

Maintaining a Five Year Supply

8.16 We are expected to update annually our supply of specific deliverable sites, moving forward supply from later in the plan period where required. The Government also considers that the size of sites is an important factor in identifying whether a housing site is deliverable within the first five years of a plan period, emphasising that plan makers need to consider both the time it will take to commence development on site and build out rates to ensure a robust five-year housing supply.

8.17 If we plan strategic development site to meet Oxford's housing needs and development does not occur at the rate envisaged, we will be expected to bring forward additional supply from later in the plan period. If we do not carefully manage our housing supply there is a significant risk that unplanned development, in addition to the total we plan for, would receive planning permission to 'plug the gap'.

8.18 In view of the very high levels of development that will already be expected in Cherwell, the need to meet Oxford's needs in the locations we plan for, and in the interest of having supply that can be brought forward from later in the plan period, we consider that phasing policies for individual strategic development sites may be required to encourage competition across sites and

Question 23

Maintaining a Five Year Land Supply

Do you agree that phasing of land release within individual strategic development sites will promote developer competition and assist the maintenance of a five year housing supply to meet Oxford's unmet housing needs? What alternatives would you suggest?

Monitoring

8.20 Once we have a completed and adopted Partial Review of the Local Plan, we will need to monitor delivery and ensure that the strategy and policies it contains remain effective. We will need to produce monitoring reports which show how implementation of policies is progressing and how we continue to co-operate with statutory bodies on an on-going basis. Monitoring will be used to determine when future plan reviews are required.

Question 24

Monitoring Delivery

Are there any proposals you would like us to consider to ensure that the final plan is delivered and sustainable development is achieved.

9 Next Steps

Consultation and Engagement

9.1 The public consultation and engagement on this Options Paper will be supplemented by on-going consultation and co-operation with statutory bodies and key stakeholders.

9.2 The feedback we receive will be used in the further consideration of issues and options, in completing out evidence base and in preparing a proposed document which we will publish in 2017.

Completing our Evidence Base

9.3 In section 7, we outlined the further evidence we need to produce. We will keep under review the draft vision, objectives and options we have identified as each piece of completed evidence emerges.

Preparing a Proposed Submission Document

9.4 As we complete our evidence base we will prepare a detailed plan containing our proposed vision, objectives, strategy and policies informed by a completed Sustainability Appraisal. We will invite comments (representations) on that document.

Submitting the Partial Review of the Local Plan to Government

9.5 Following the receipt of representations on the Proposed Submission document, we will submit the plan to the Government for public examination. The representations we received on the proposed plan will also be submitted along with our evidence base.

Examination

9.6 A Government appointed Inspector will hold the Examination of the plan and organise public hearings. The Inspector will produce a report of the Examination.

Adoption of the Partial Review of the Local Plan

9.7 The Council will consider the Inspector's report and any modifications to the plan that are suggested by the Inspector. If the Inspector's recommendation are accepted, the Partial Review would be adopted as part of the statutory Development Plan by the Council.

Timetable

Stage	Dates
Consultation on Issues Paper (Regulation 18)	January - March 2016
Consultation on Options Paper (Regulation 18)	November 2016 - January 2017
Consultation on Proposed Submission Document (Regulation 19)	May - June 2017
Submission (Regulation 22)	July 2017
Examination (Regulation 24) (estimated)	July 2017 - March 2018
Adoption (Regulation 26) (estimated)	April 2018

Further Information

9.8 For further information about this consultation, please contact the Council's Planning Policy Team:

Planning Policy Team
Strategic Planning and the Economy
Cherwell District Council
Bodicote House
Bodicote
Banbury, OX15 4AA

Tel. 01295 227985

10 Our Consultation Questions

Question 1

Cherwell's Contribution to Oxford's Housing Needs

Is 4,400 homes the appropriate housing requirement for Cherwell in seeking to meet Oxford's unmet housing need?

Question 2

Spatial Relationship to Oxford

Do you agree that we need to specifically meet Oxford's needs in planning for the additional housing development?

Question 3

Cherwell Issues

Are there any new issues that we need to consider as we continue to assess development options?

Question 4

Draft Vision for Meeting Oxford's Housing Needs

Do you support the draft vision? Are changes required?

Question 5

Draft Strategic Objective SO16

Do you support draft Strategic Objective SO16? Are changes required?

Question 6

Draft Strategic Objective SO17

Do you support draft Strategic Objective SO17?

Question 7

Draft Strategic Objective SO18

Do you support draft Strategic Objective SO18?

Question 8

Draft Strategic Objective SO19

Do you support draft Strategic Objective SO19?

Question 9

Identifying Areas of Search

Do you have any comments on the Areas of Search we have defined?

Question 10

Site Size Threshold

Do you agree with our minimum site size threshold of two hectares for the purpose of site identification? Do you agree that we should not be seeking to allocate sites for less than 100 homes?

Question 14

Representations and Submissions

Do you have any comments on the representations and submissions we have received so far. Do you disagree with any we have received? Please provide the representation number where applicable.

Question 11

Identified Potential Strategic Development Sites

Do you have any comments on the sites we have identified? Please provide the site reference number when providing your views.

Question 15

Interim Transport Assessment - Key Findings for Areas of Search

Do you have any comments on the Assessment and its findings?

Question 12

Site Promotions

Do any site promoters / developers / landowners wish to provide updated or supporting information about your sites?

Question 16

Areas of Search - Selection of Options

Do you agree with all of the Areas of Search being considered reasonable?

Question 13

Other Potential Strategic Development Sites

Are there any potential sites that we have not identified?

Question 17

Initial Sustainability Appraisal - Key Findings for Areas of Search

Do you have any comments on the Initial Sustainability Appraisal and its findings for Areas of Search?

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Evidence Base

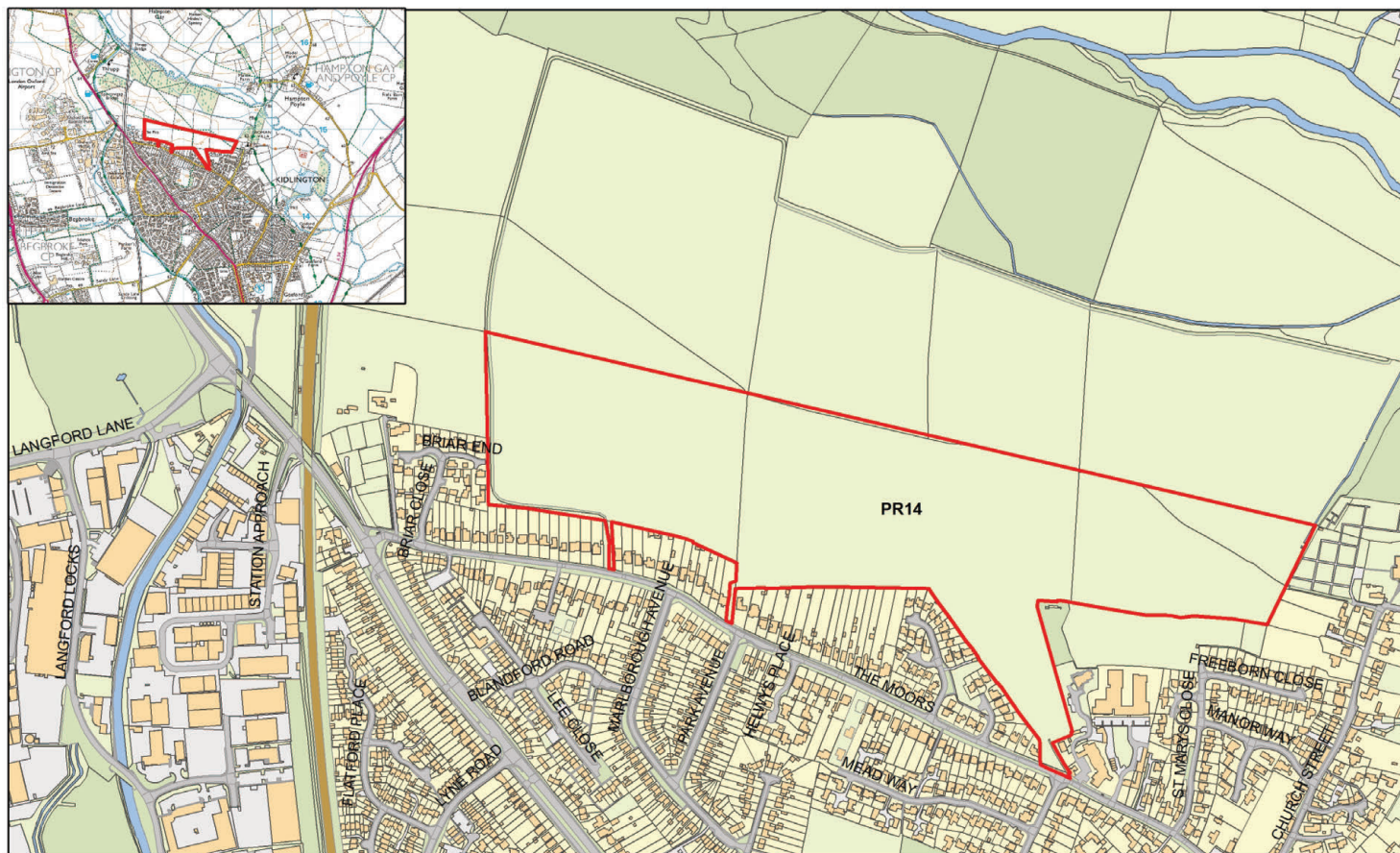
Do you have any comments on our evidence base? Are there are other pieces of evidence that we need to consider?

**Appendix I - Location Plans -
Area A - Kidlington and
Surrounding Area**

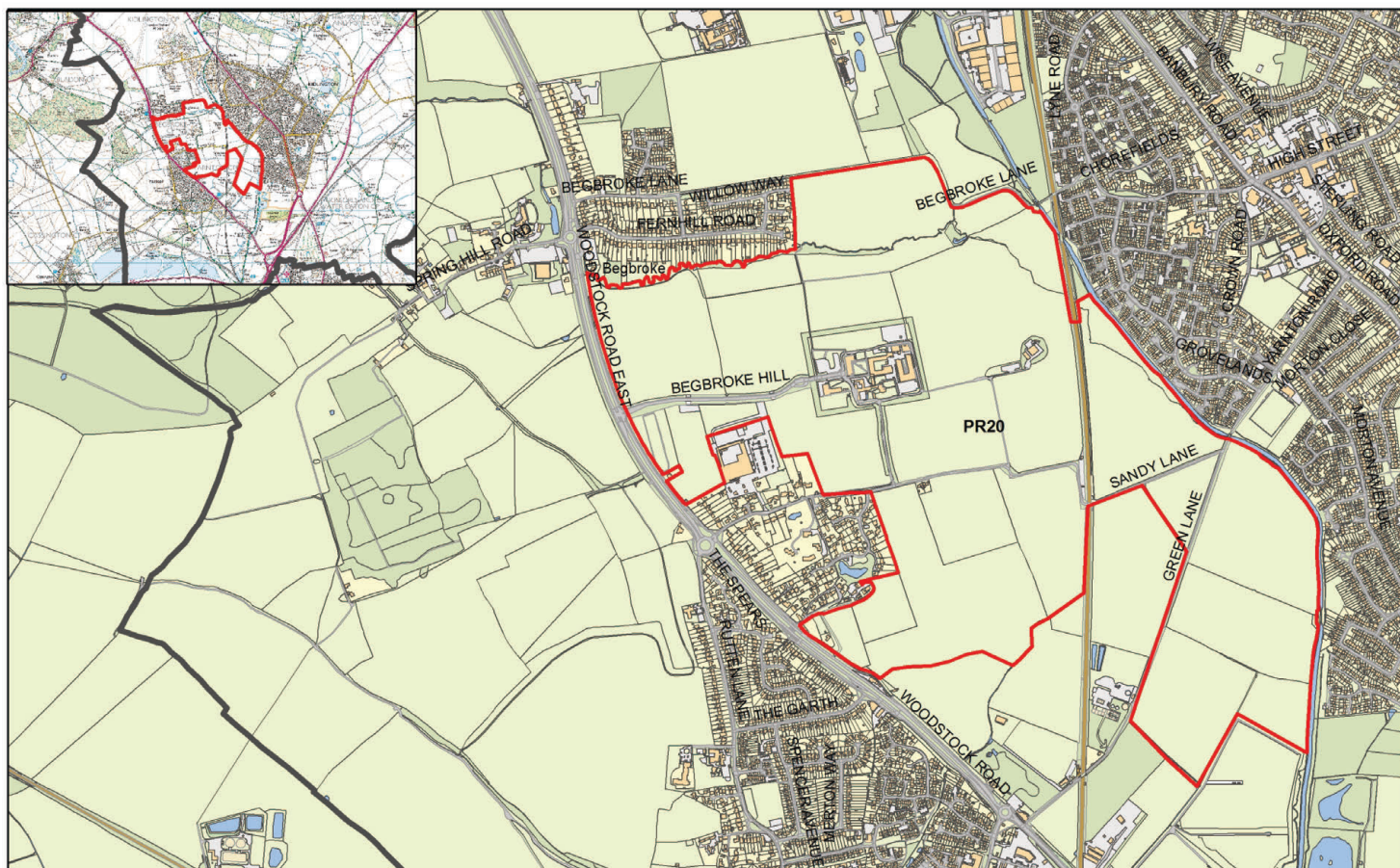
Area A - Kidlington and surrounding area



Site PR14 - Kidlington

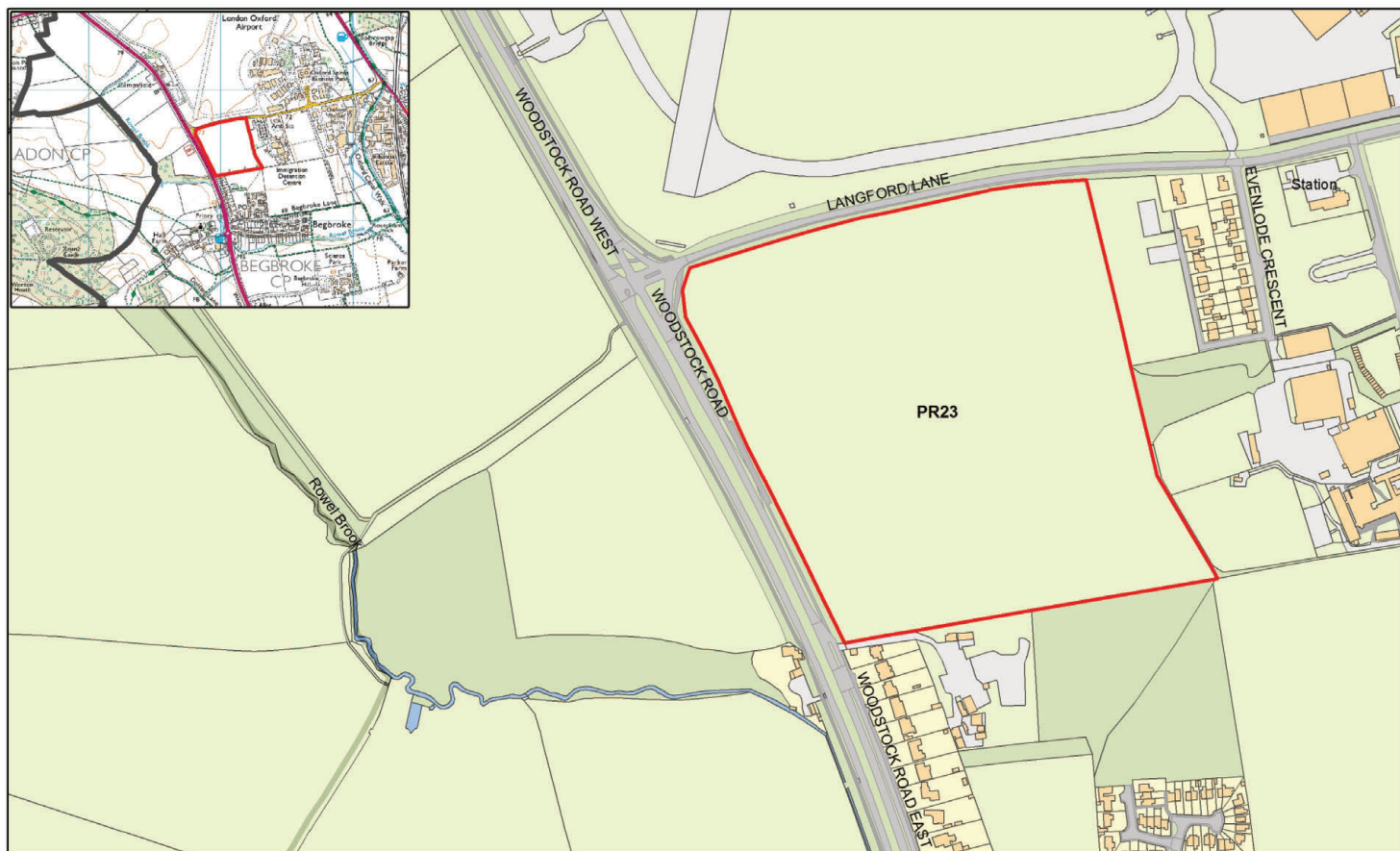


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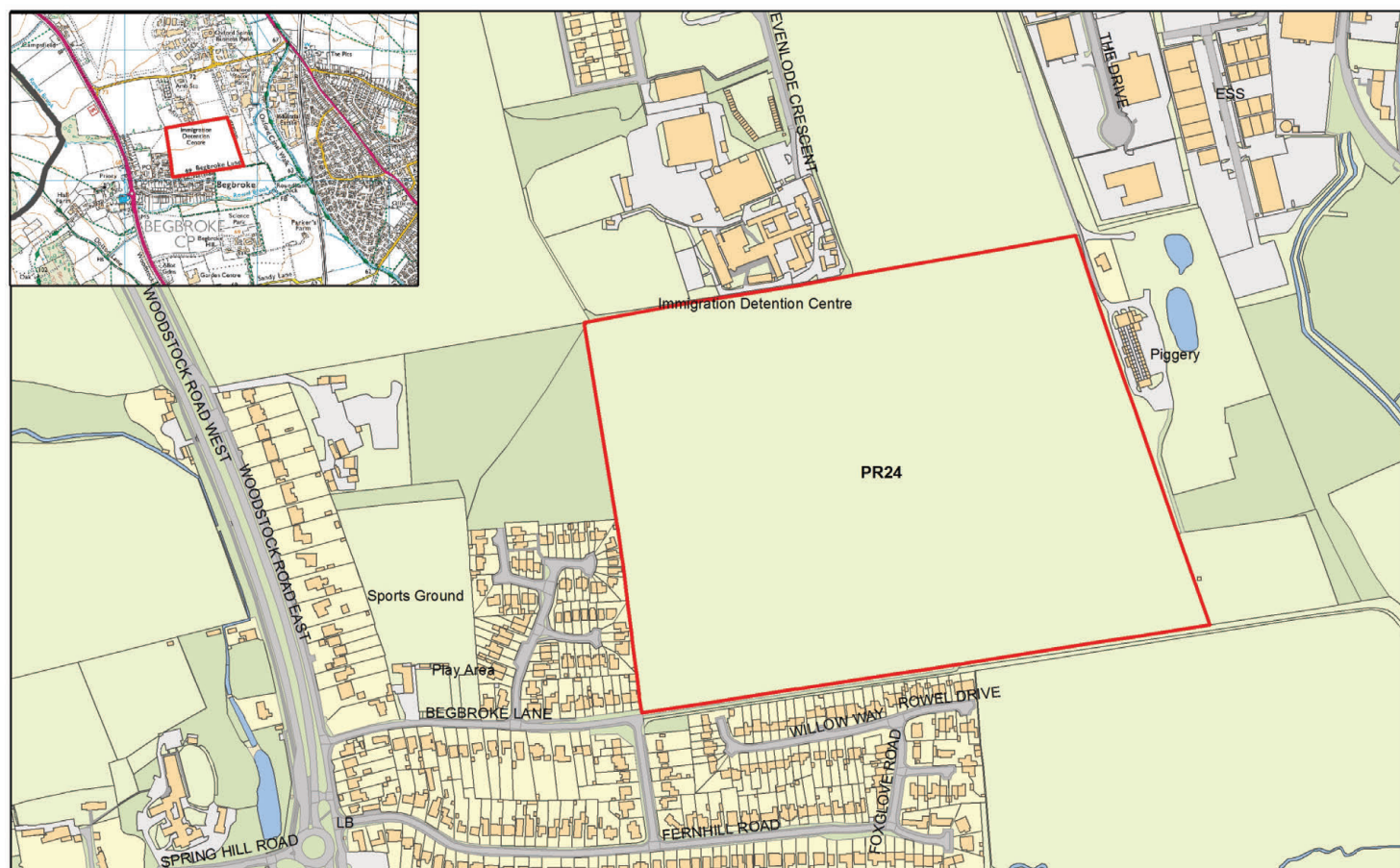




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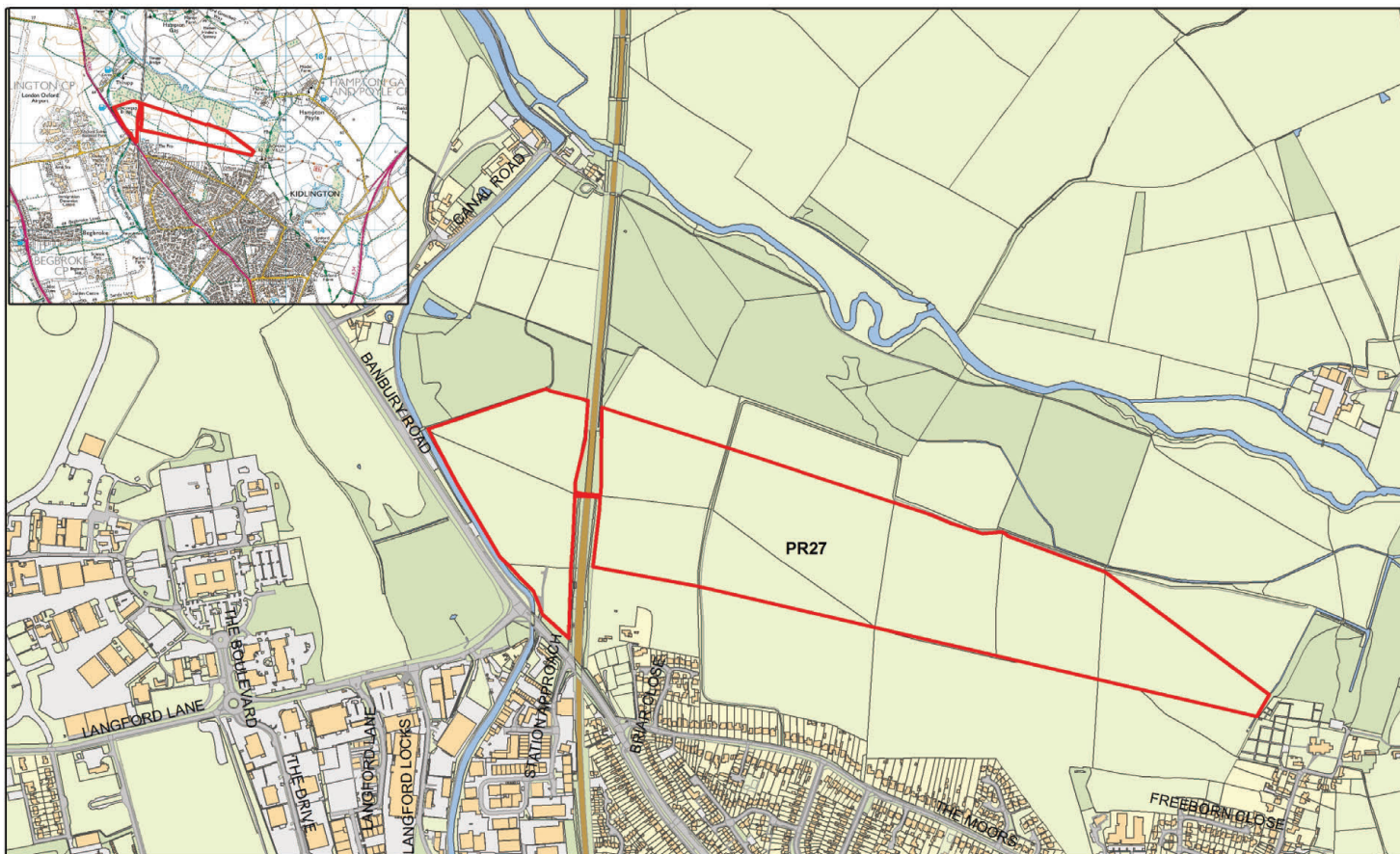


Site PR24 - Begbroke

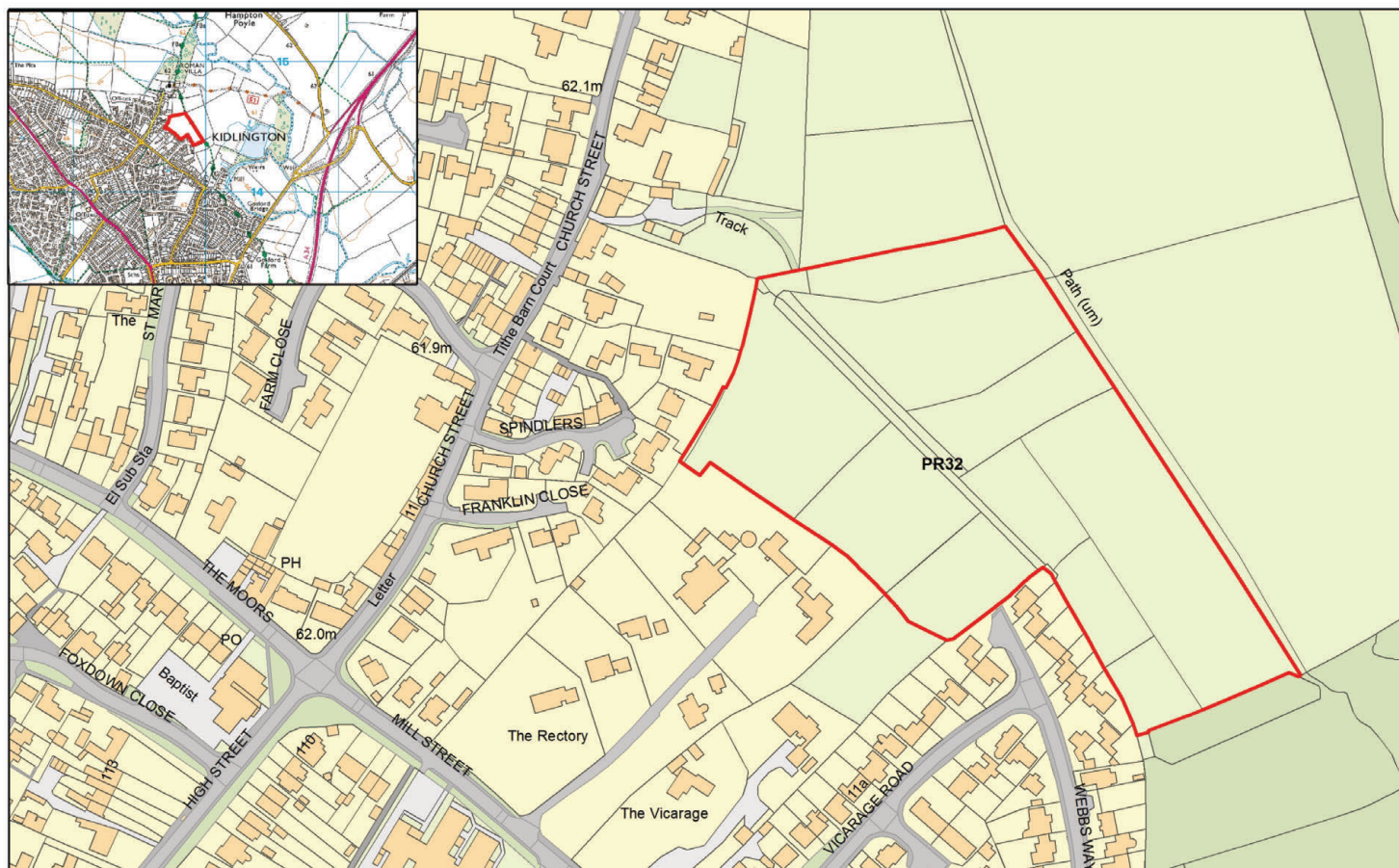




Site PR27 - Kidlington



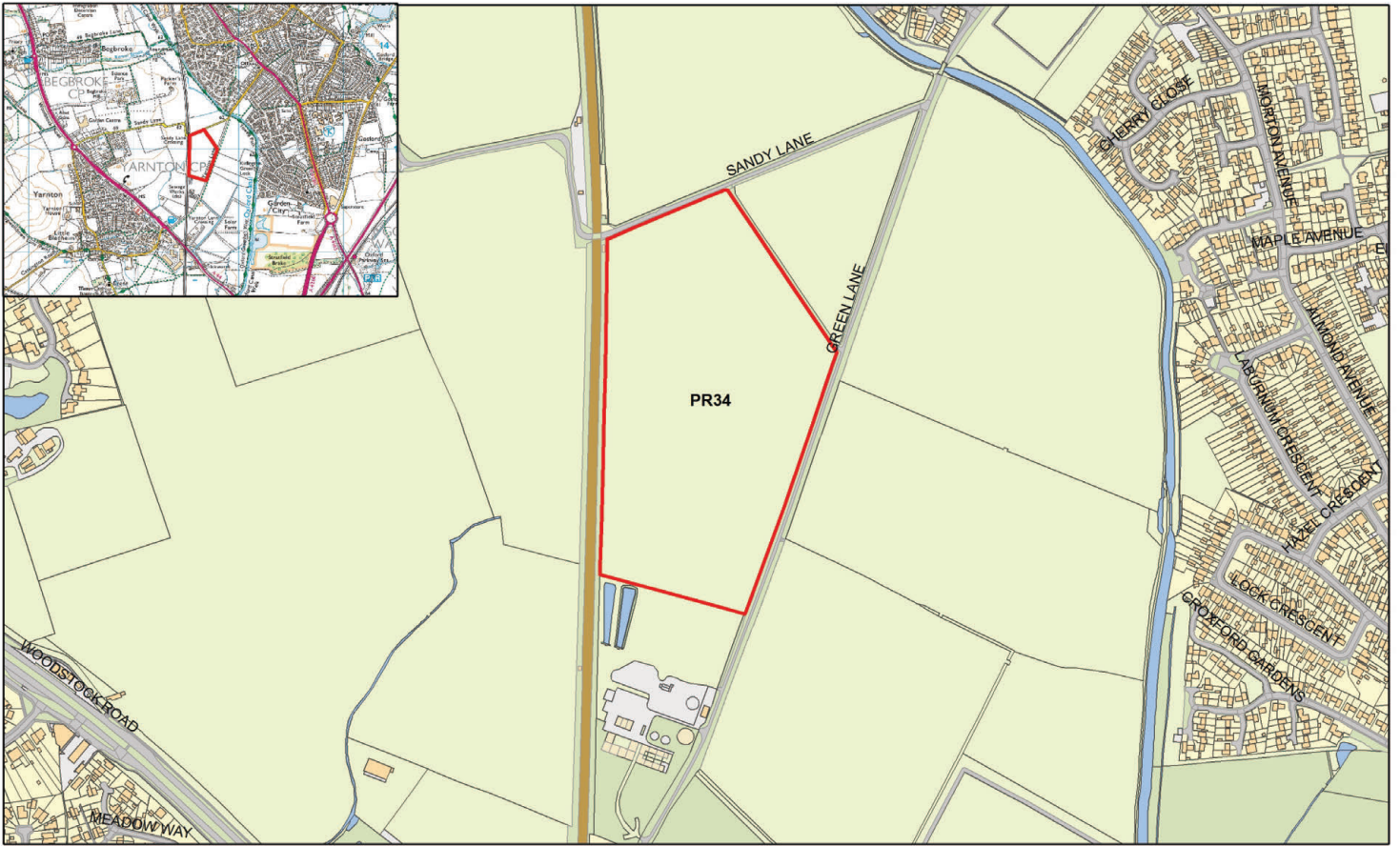
Site PR32 - Kidlington



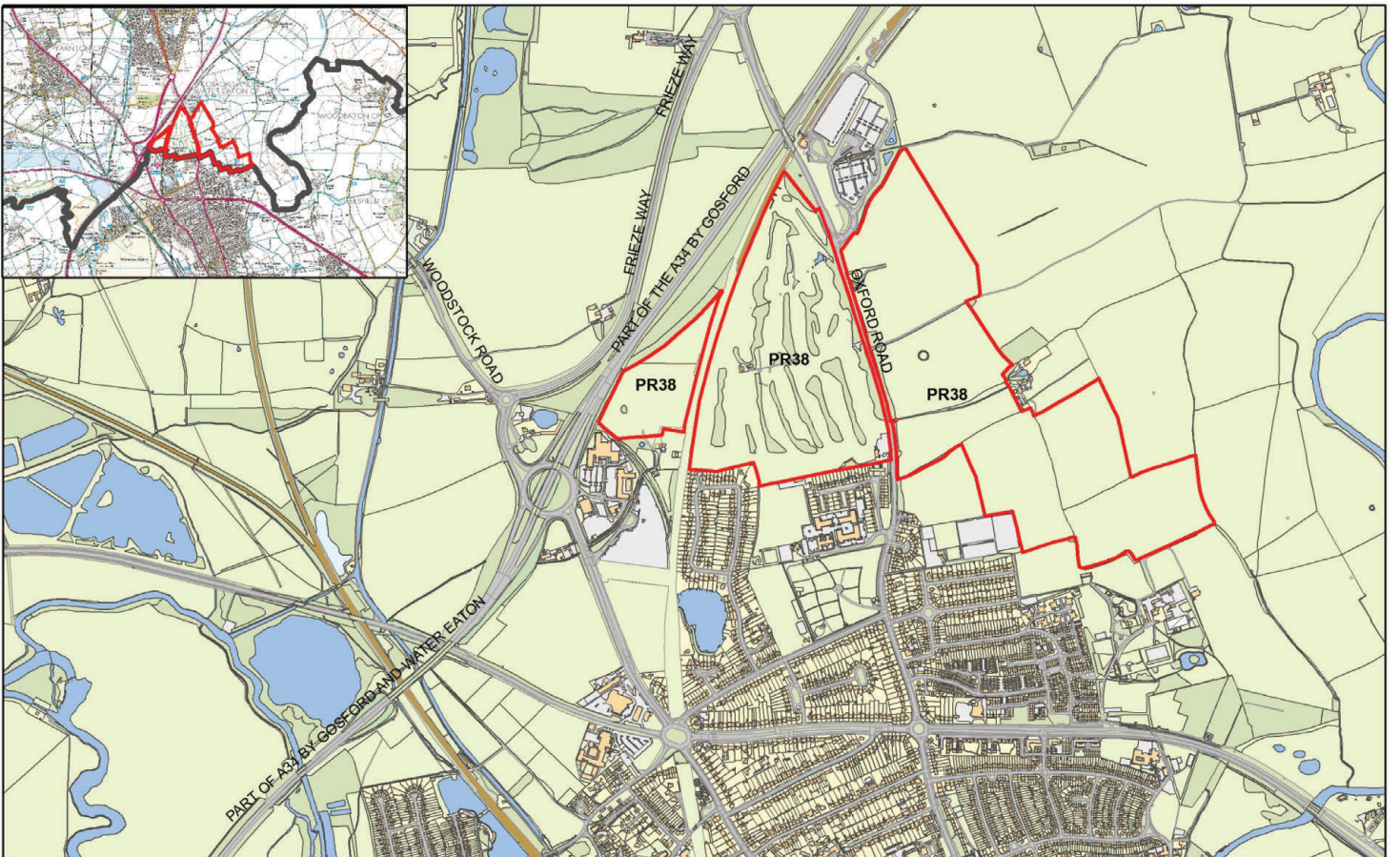
Area A - Kidlington and surrounding area



Site PR34 - Begbroke

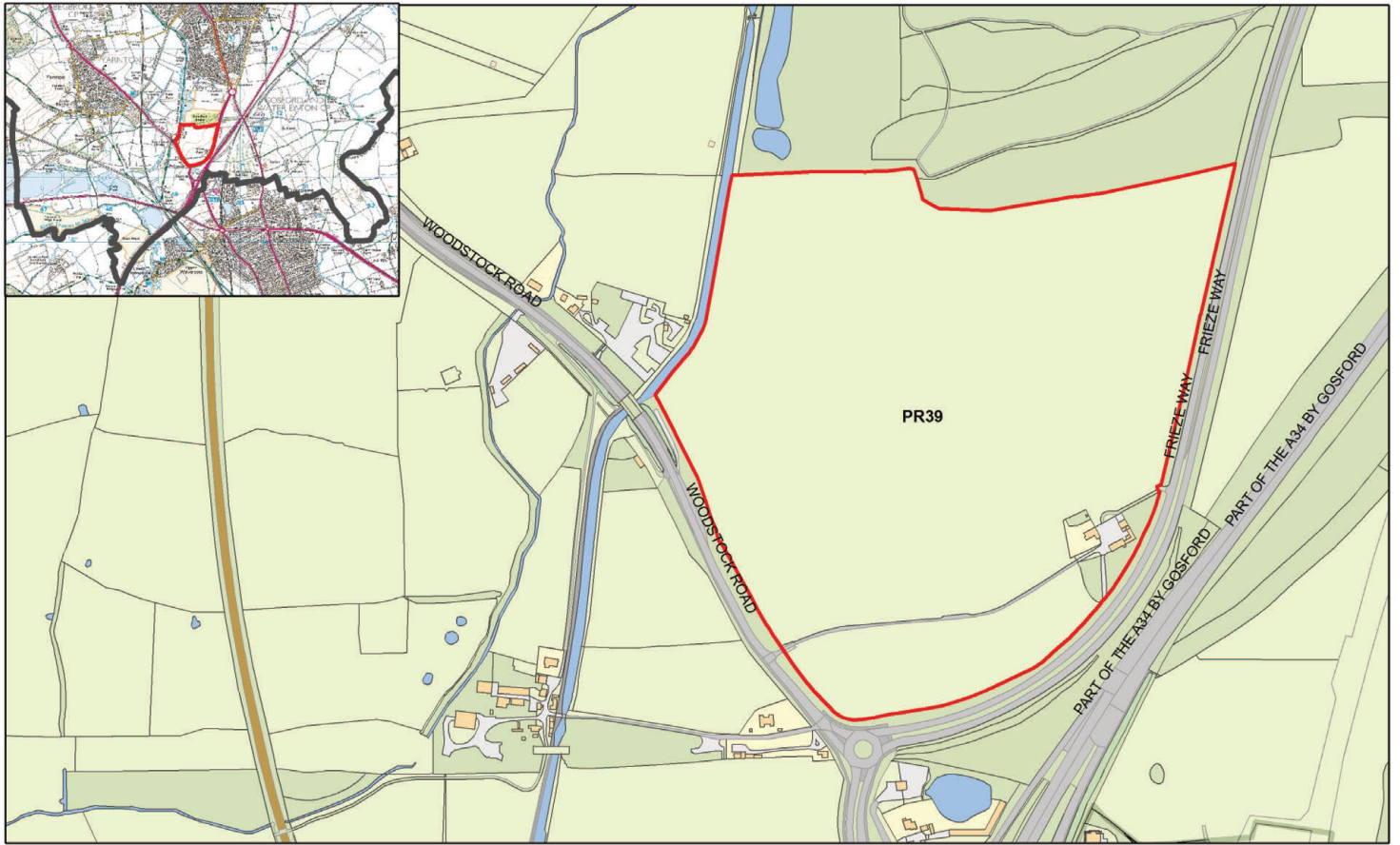


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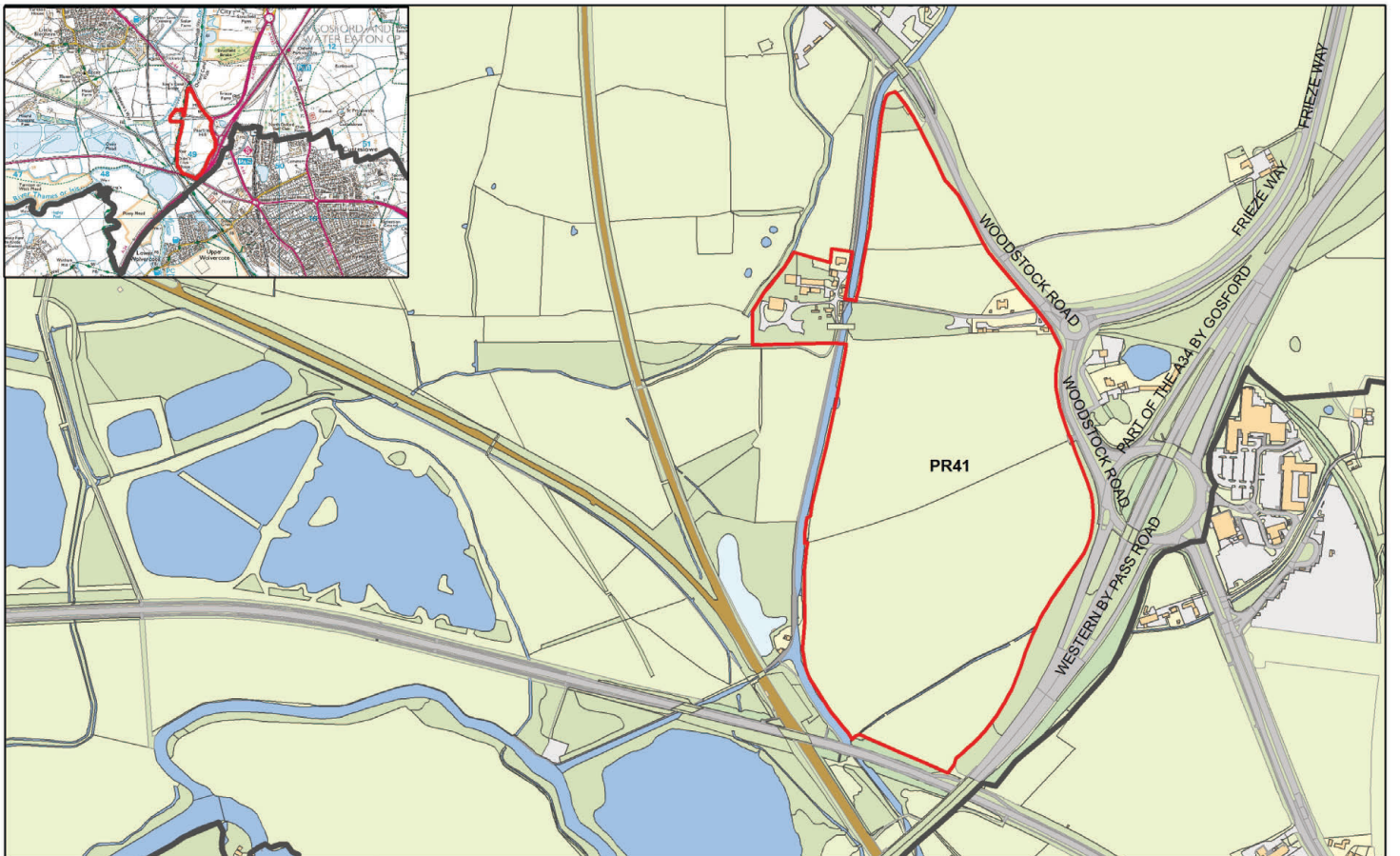




Site PR39 - Kidlington



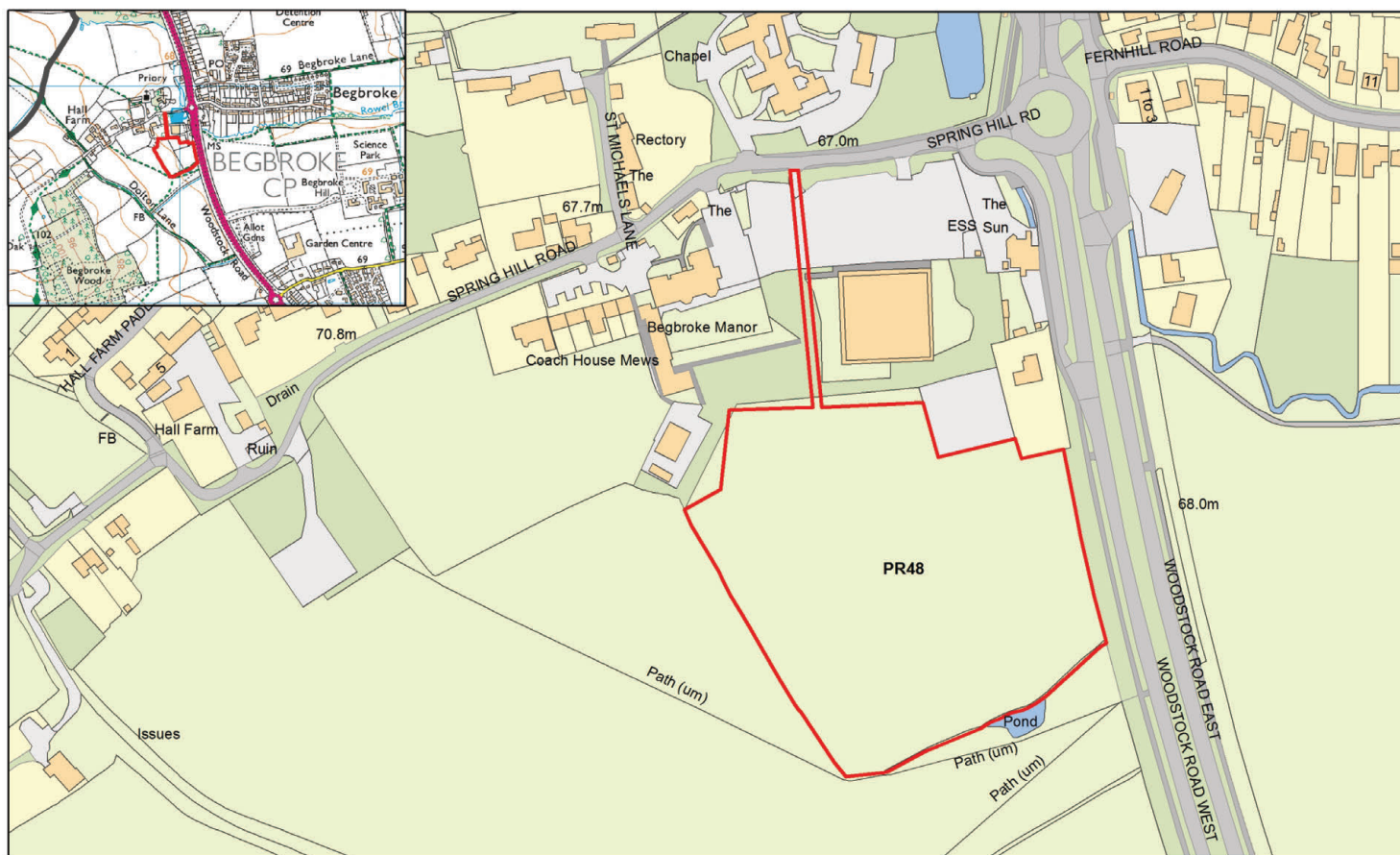
Site PR41 - Kidlington



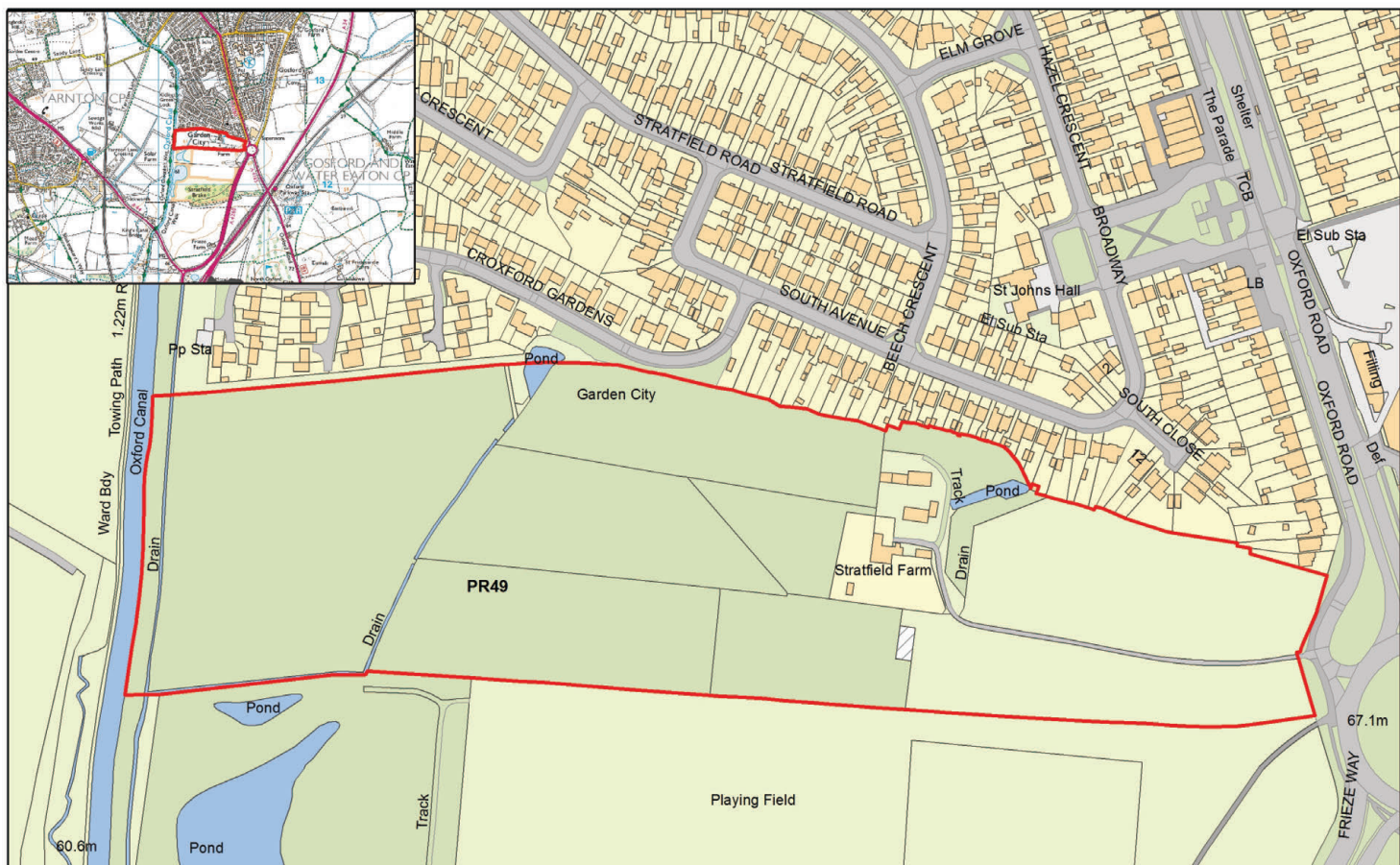
Area A - Kidlington and surrounding area



Site PR48 - Begbroke

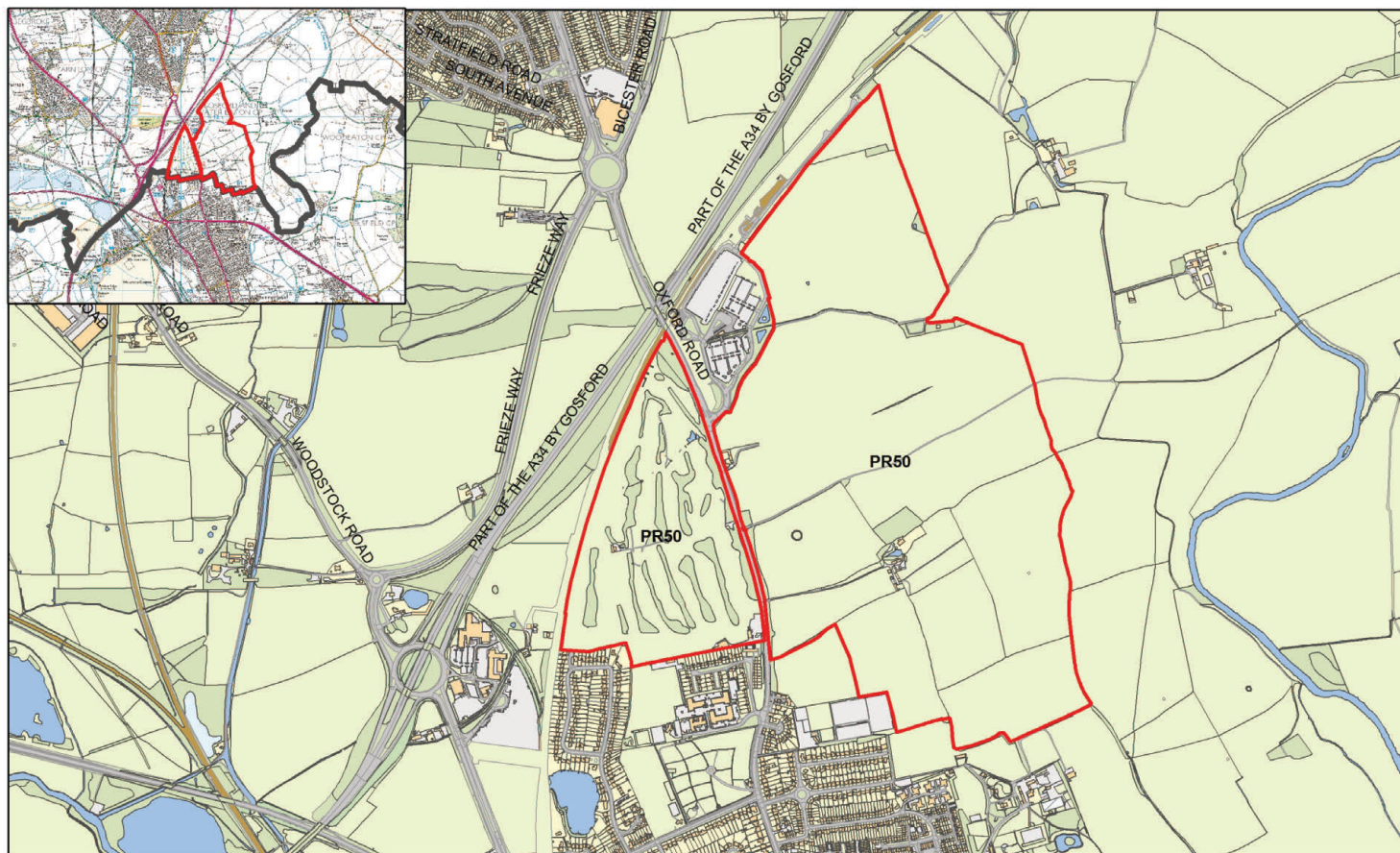


Site PR49 - Kidlington

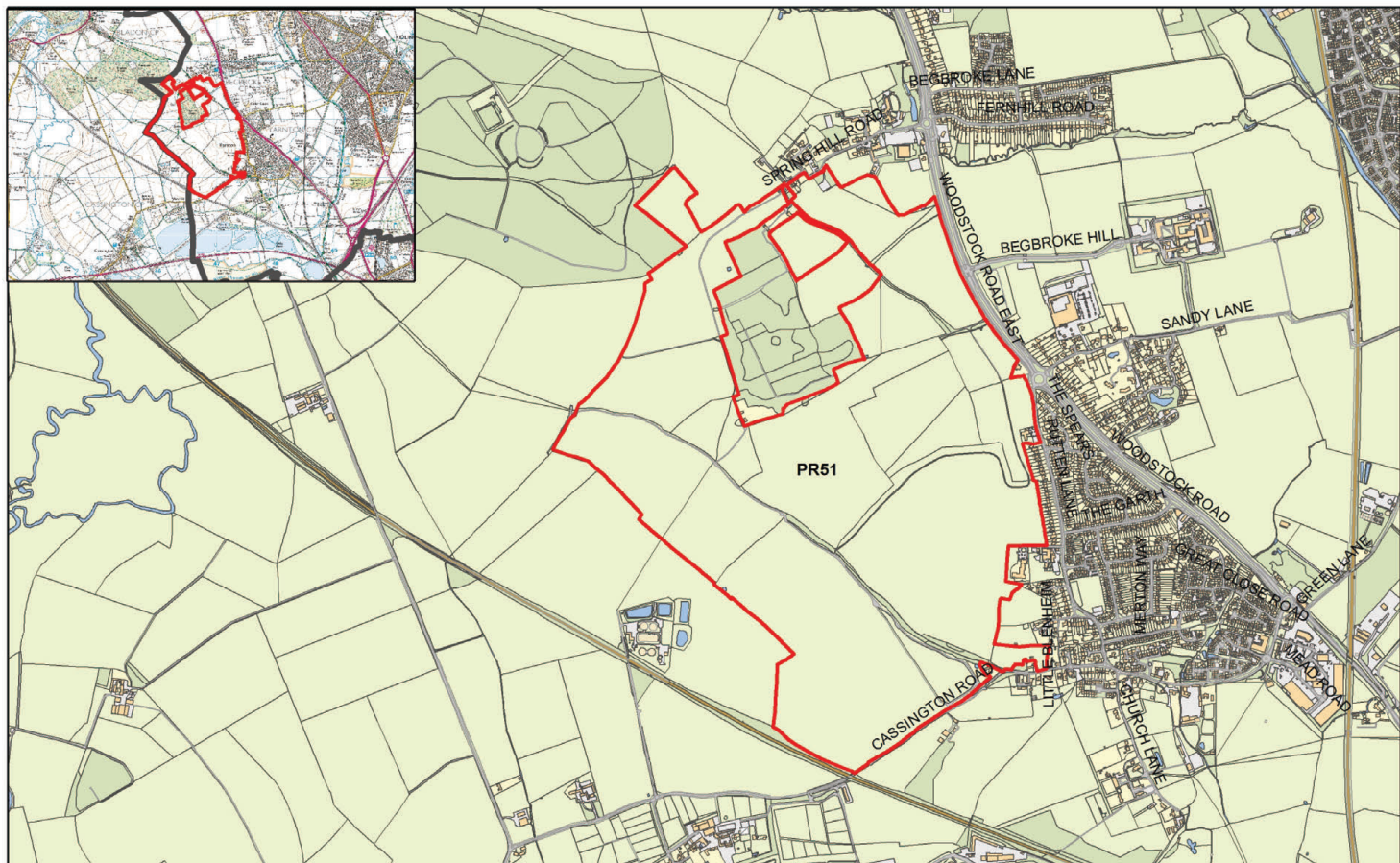




Site PR50 - Kidlington

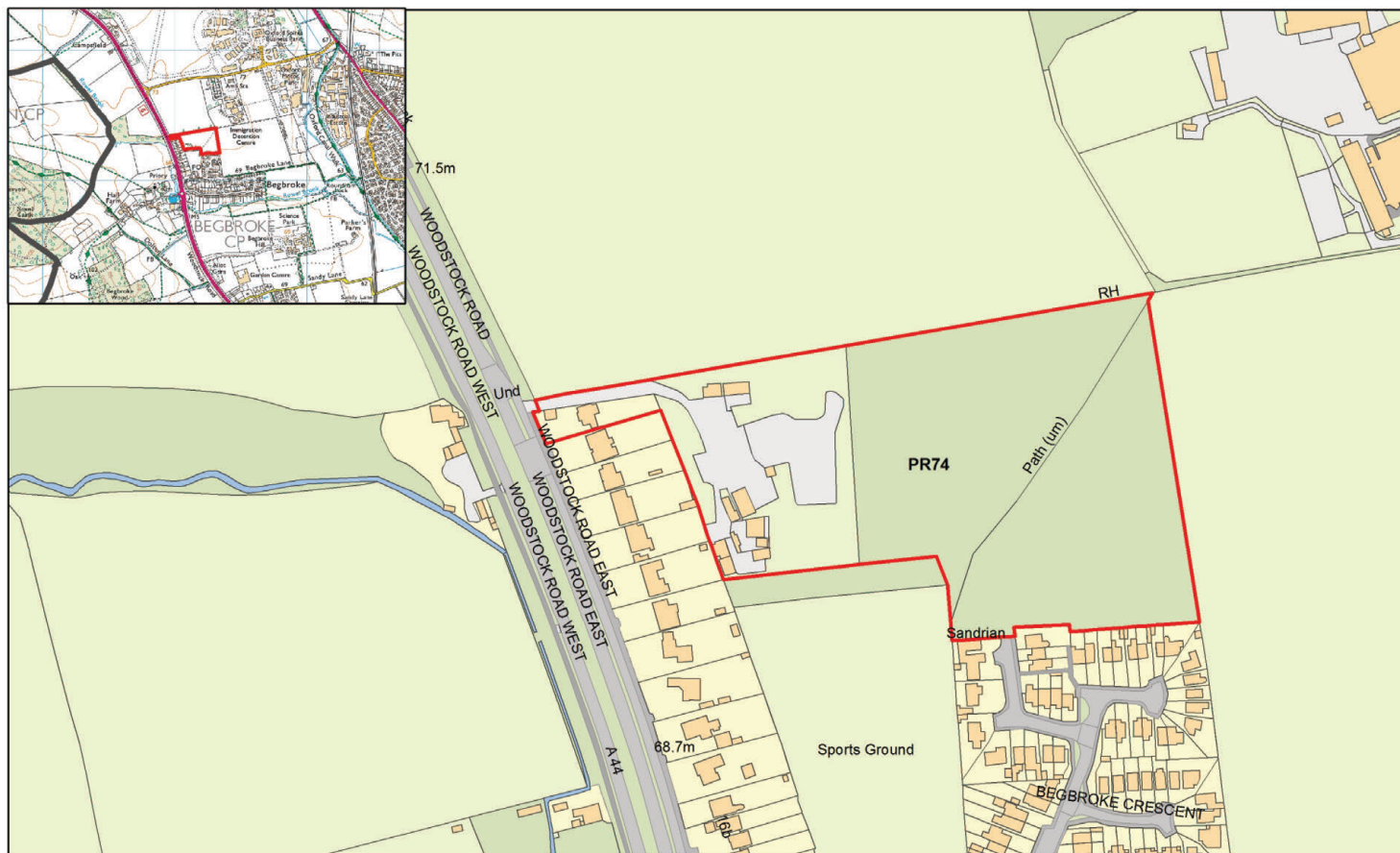


Site PR51 - Yarnton

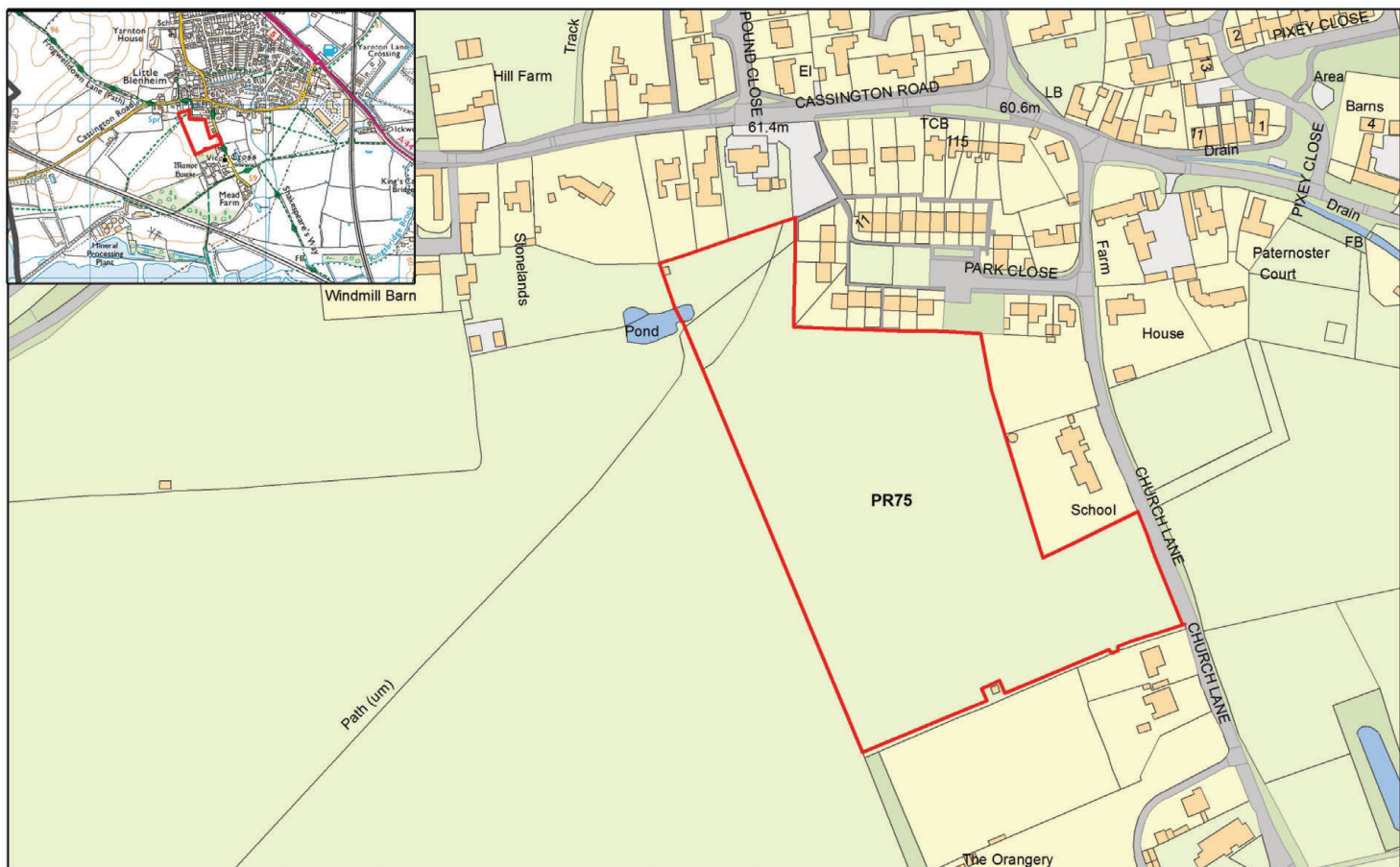




Site PR74 - Begbroke



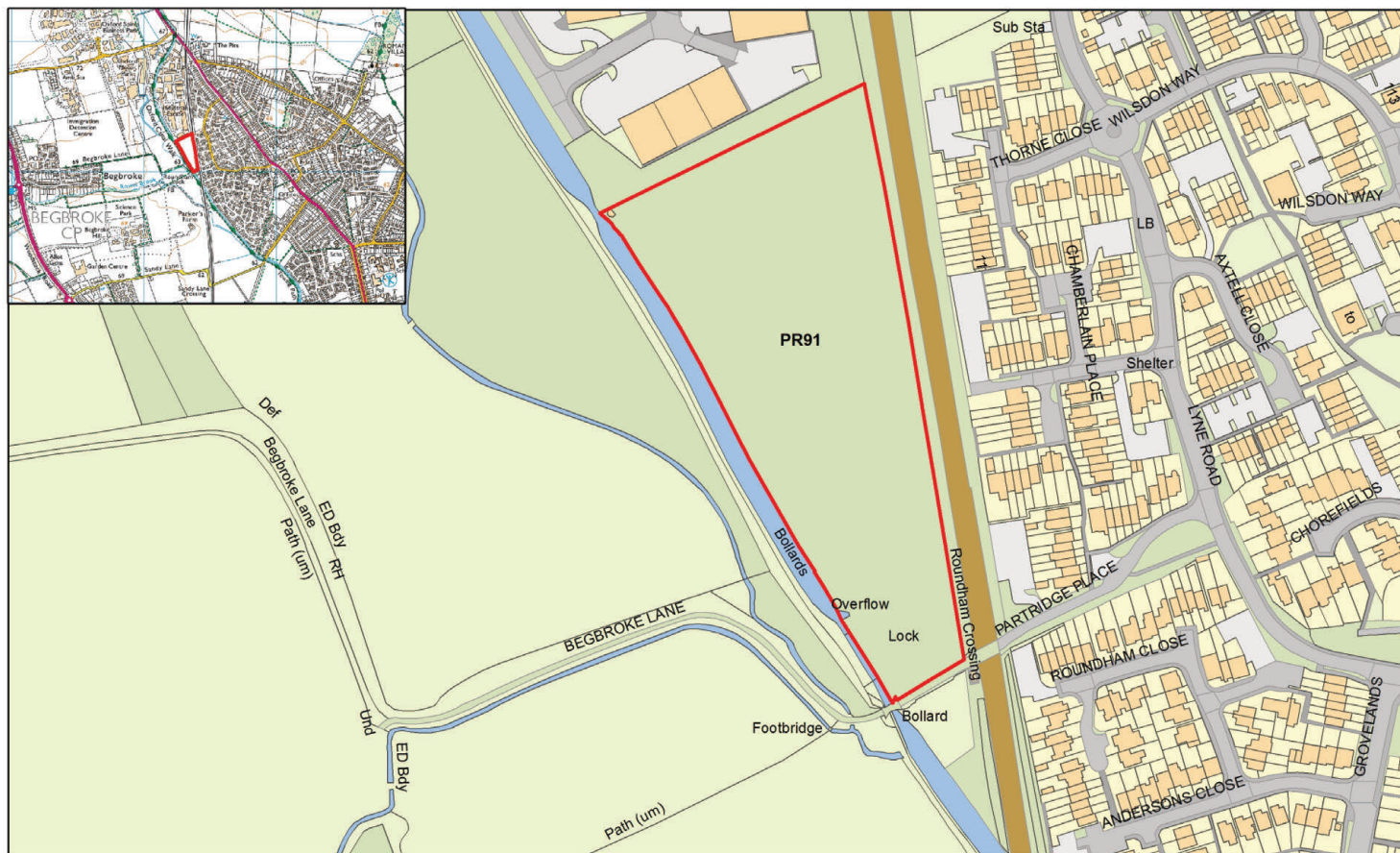
Site PR75 - Yarnton



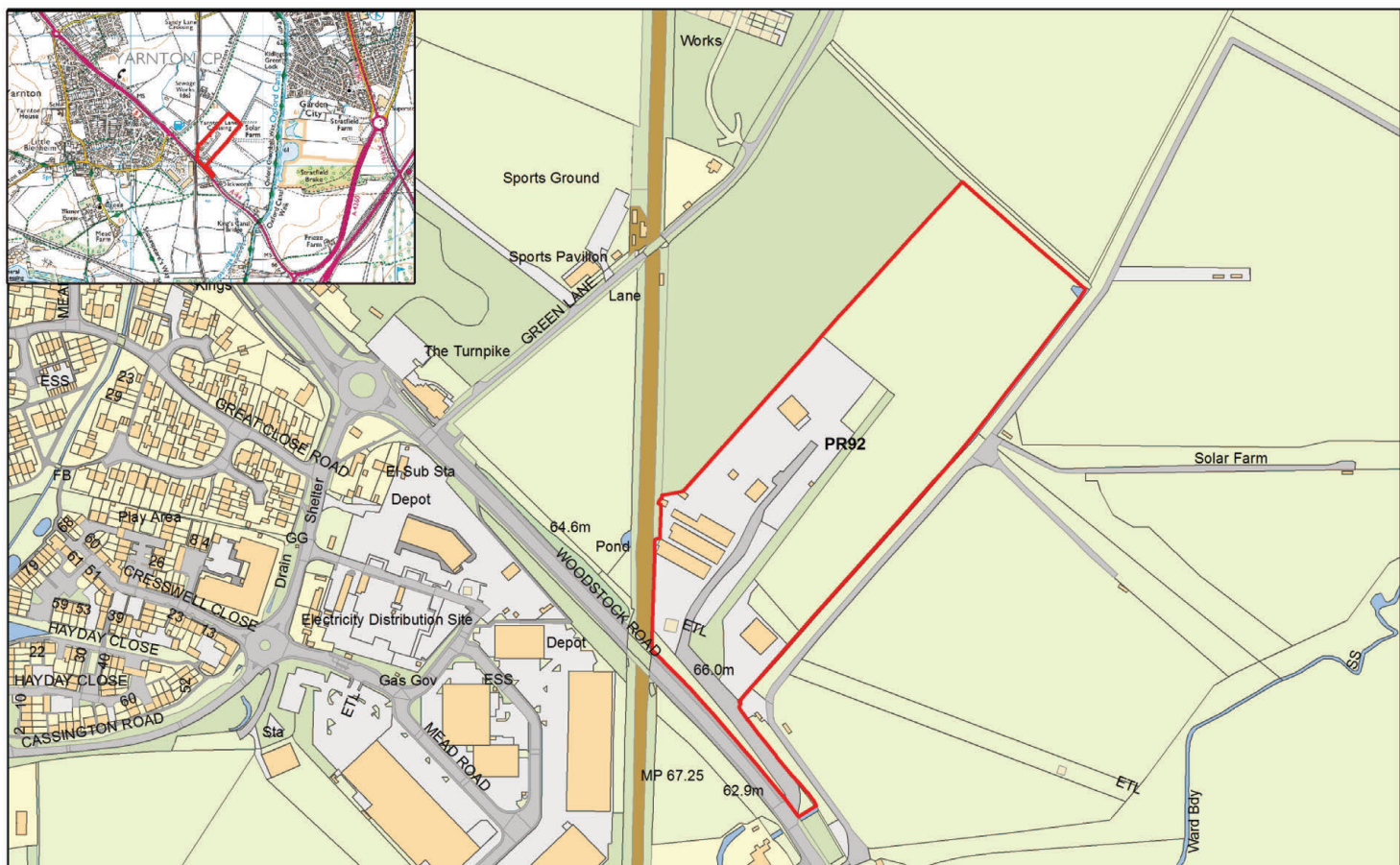
Area A - Kidlington and surrounding area



Site PR91 - Kidlington



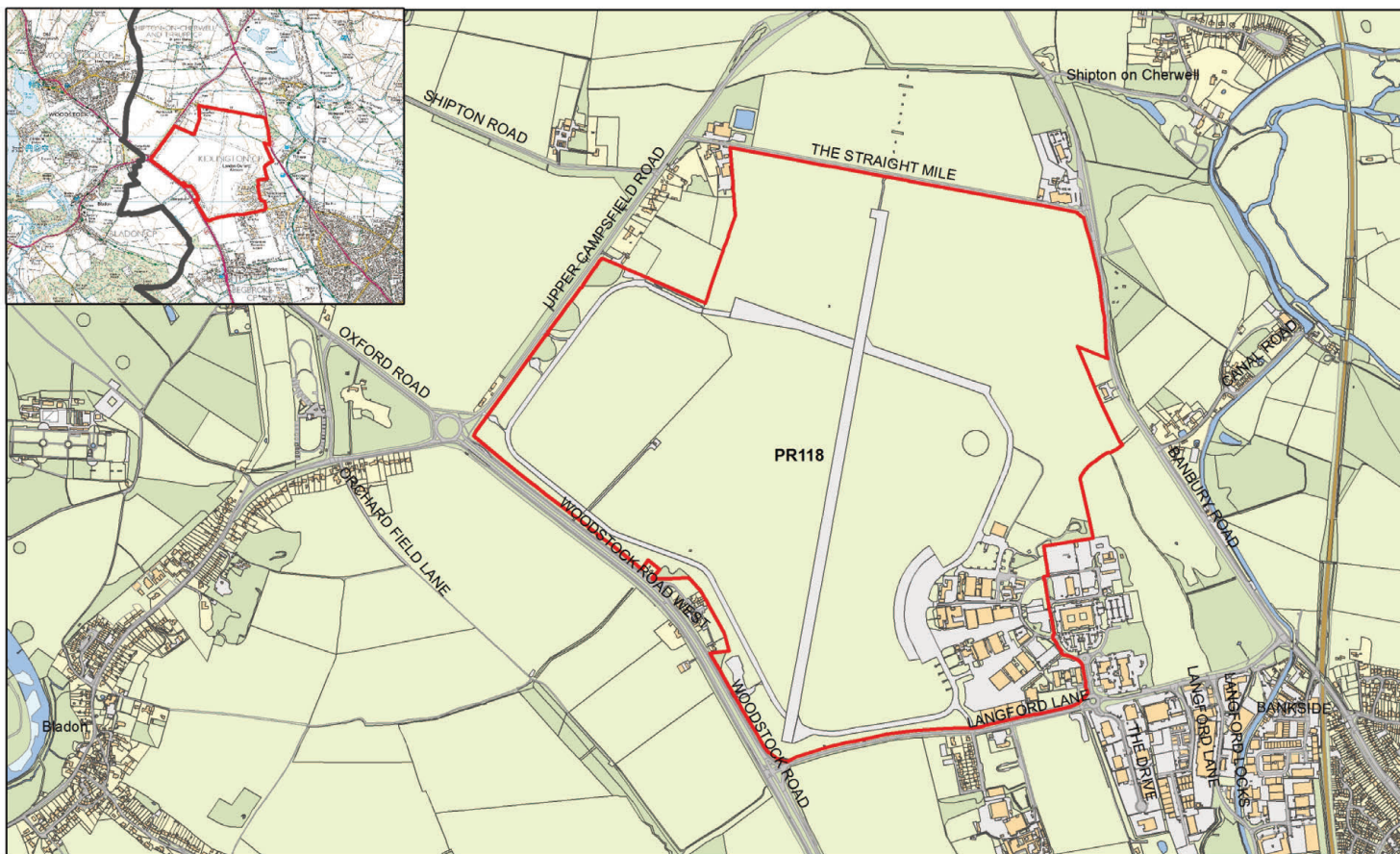
Site PR92 - Yarnton



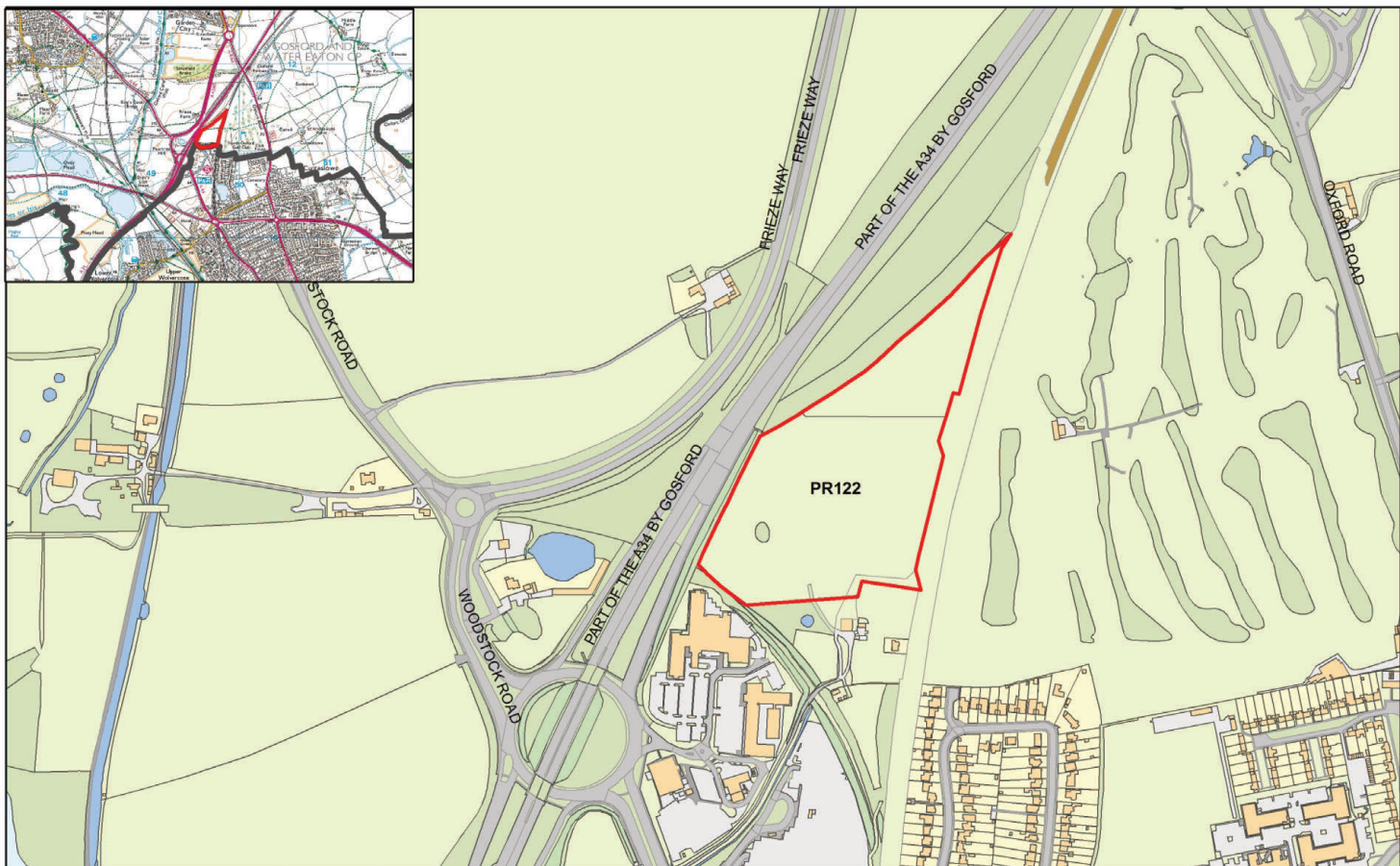
Area A - Kidlington and surrounding area



Site PR118 - Kidlington

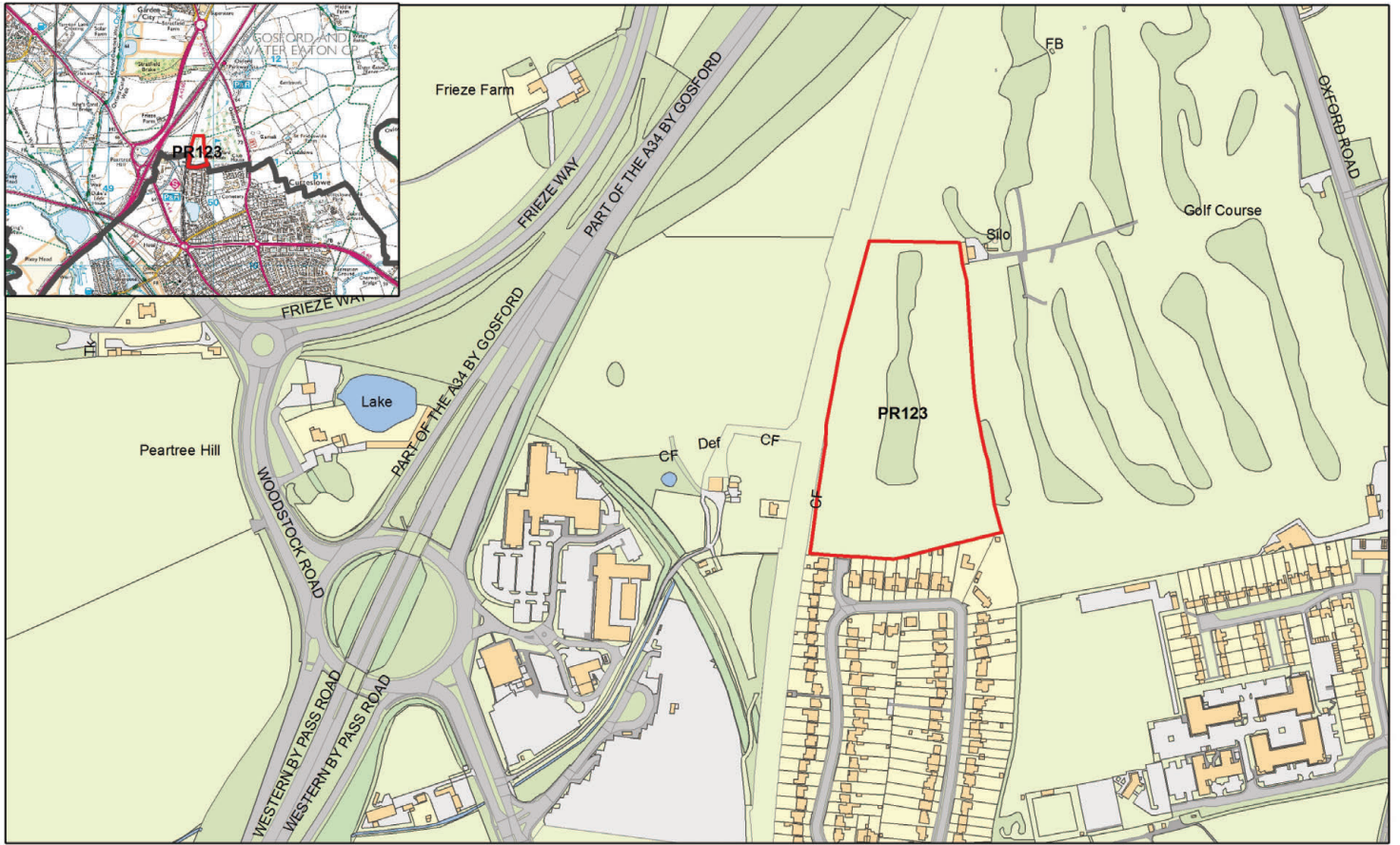


Site PR122 - Kidlington





Site PR123 - Kidlington

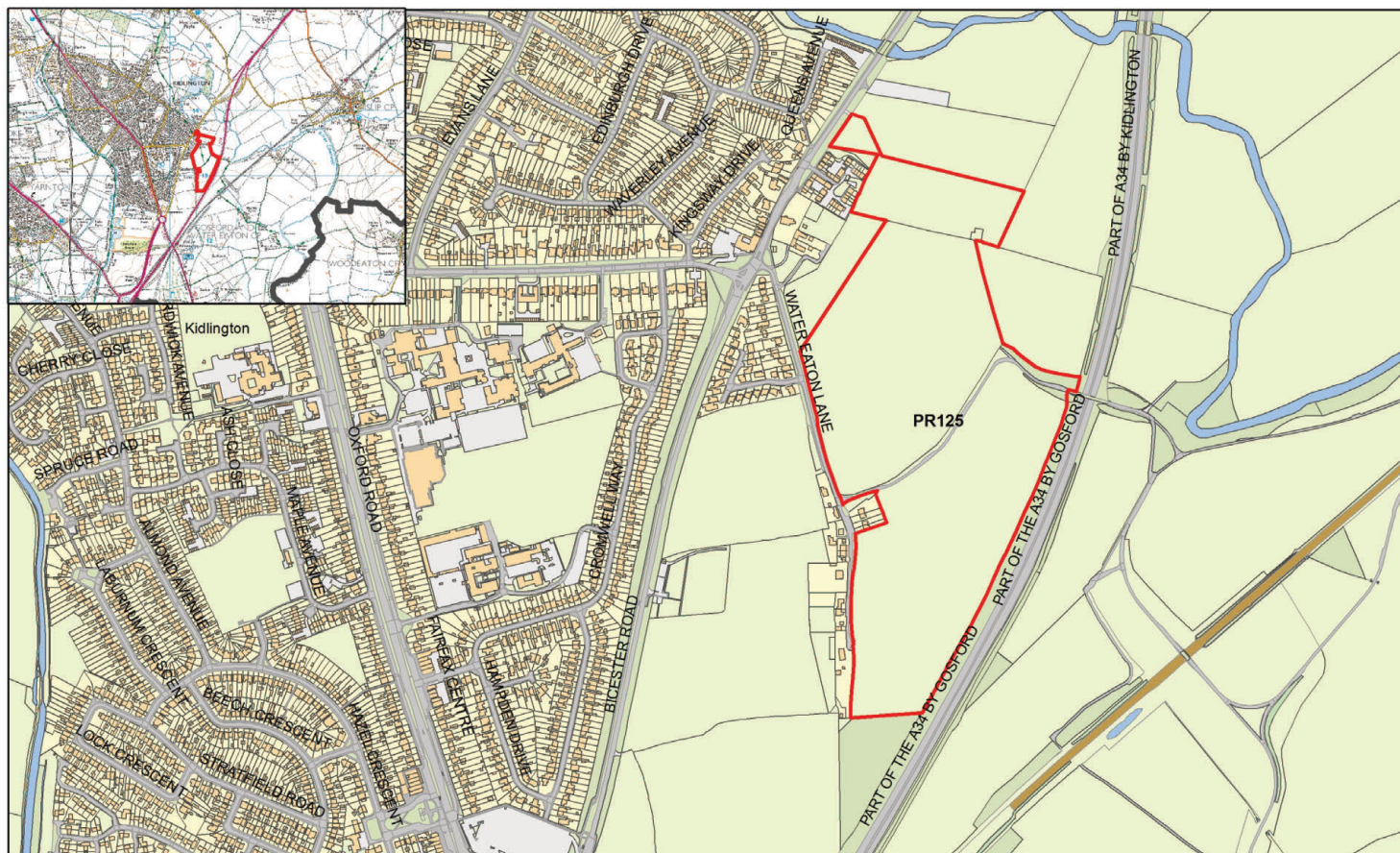


Site PR124 - Kidlington

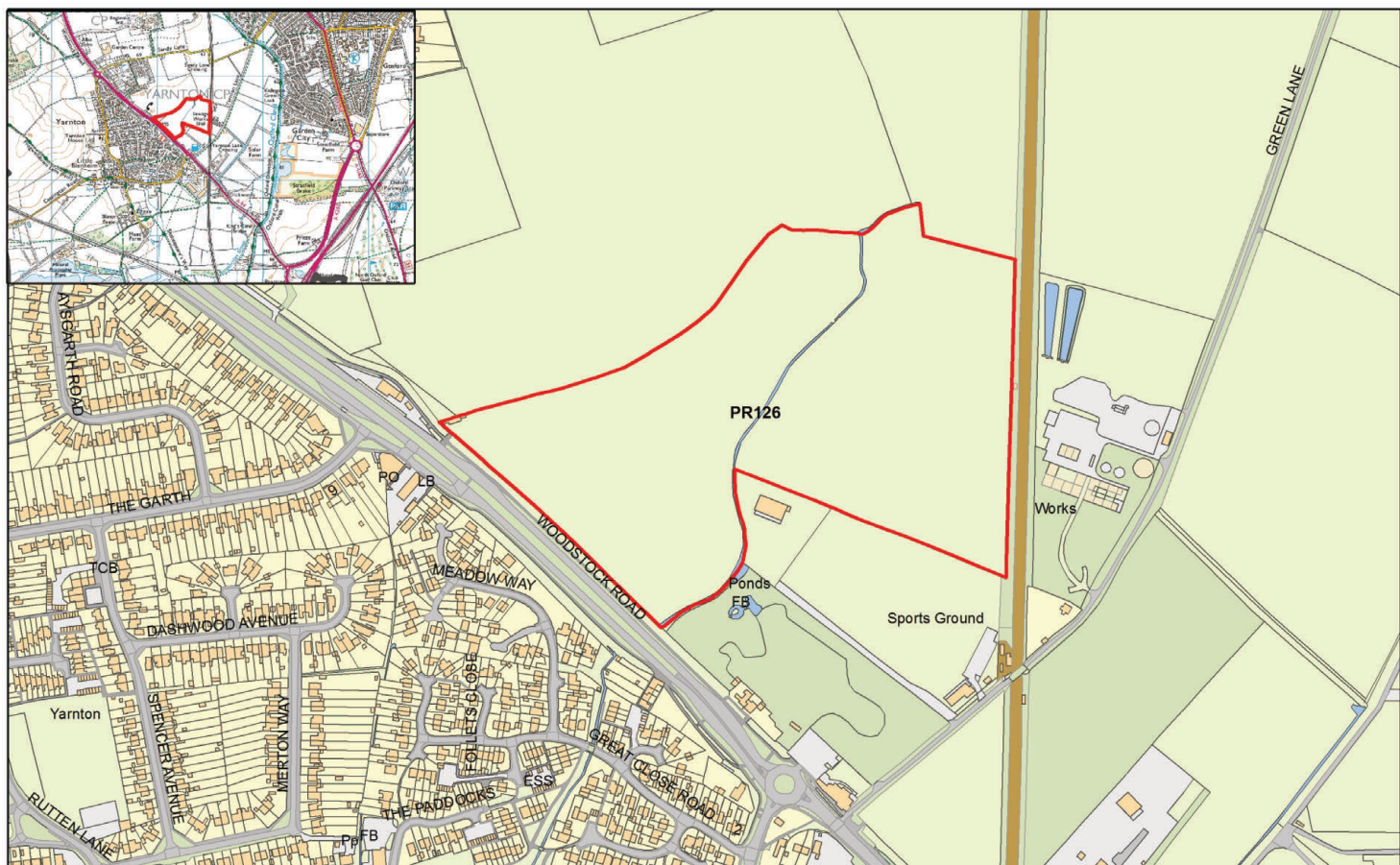




Site PR125 - Kidlington



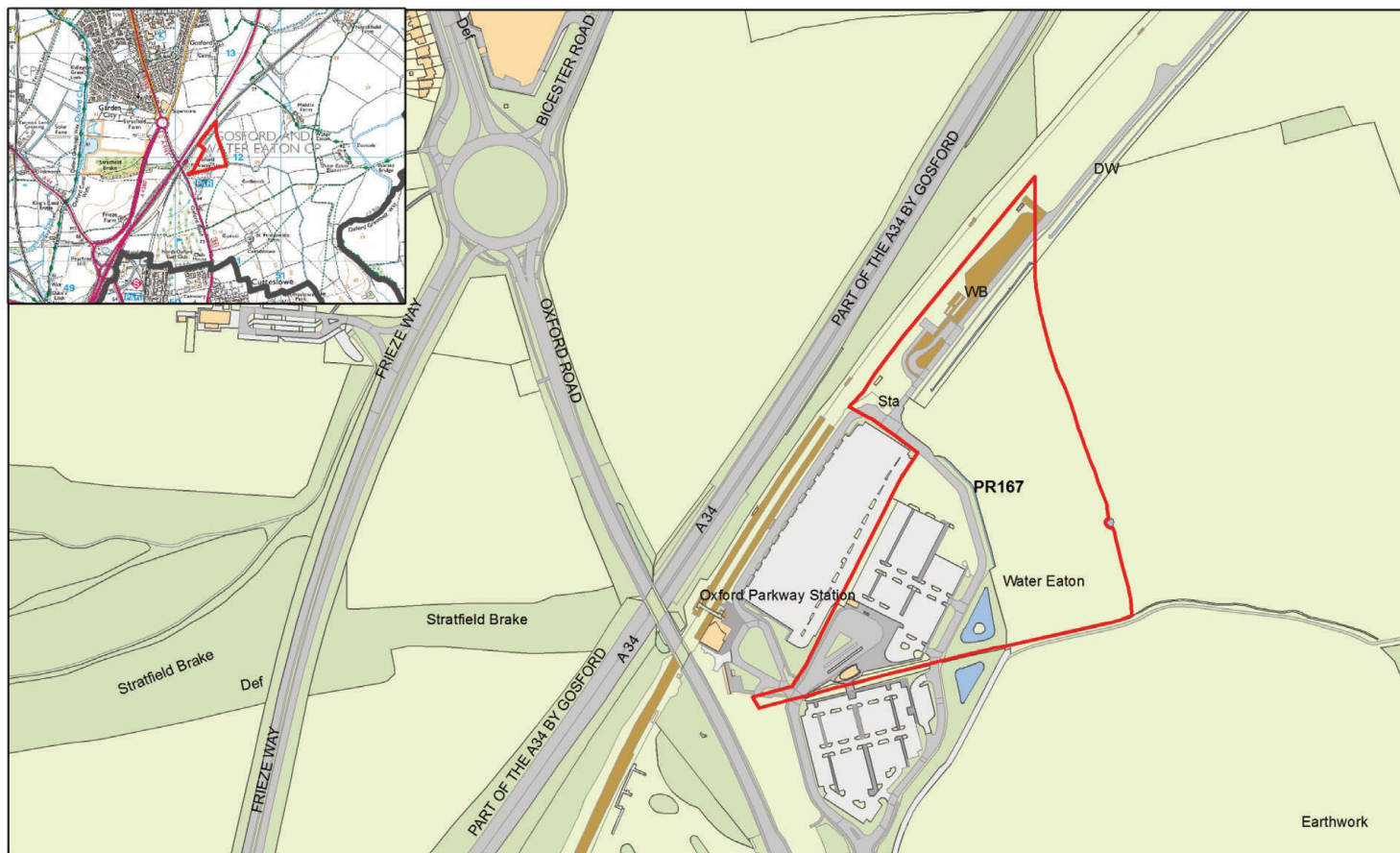
Site PR126 - Yarnton



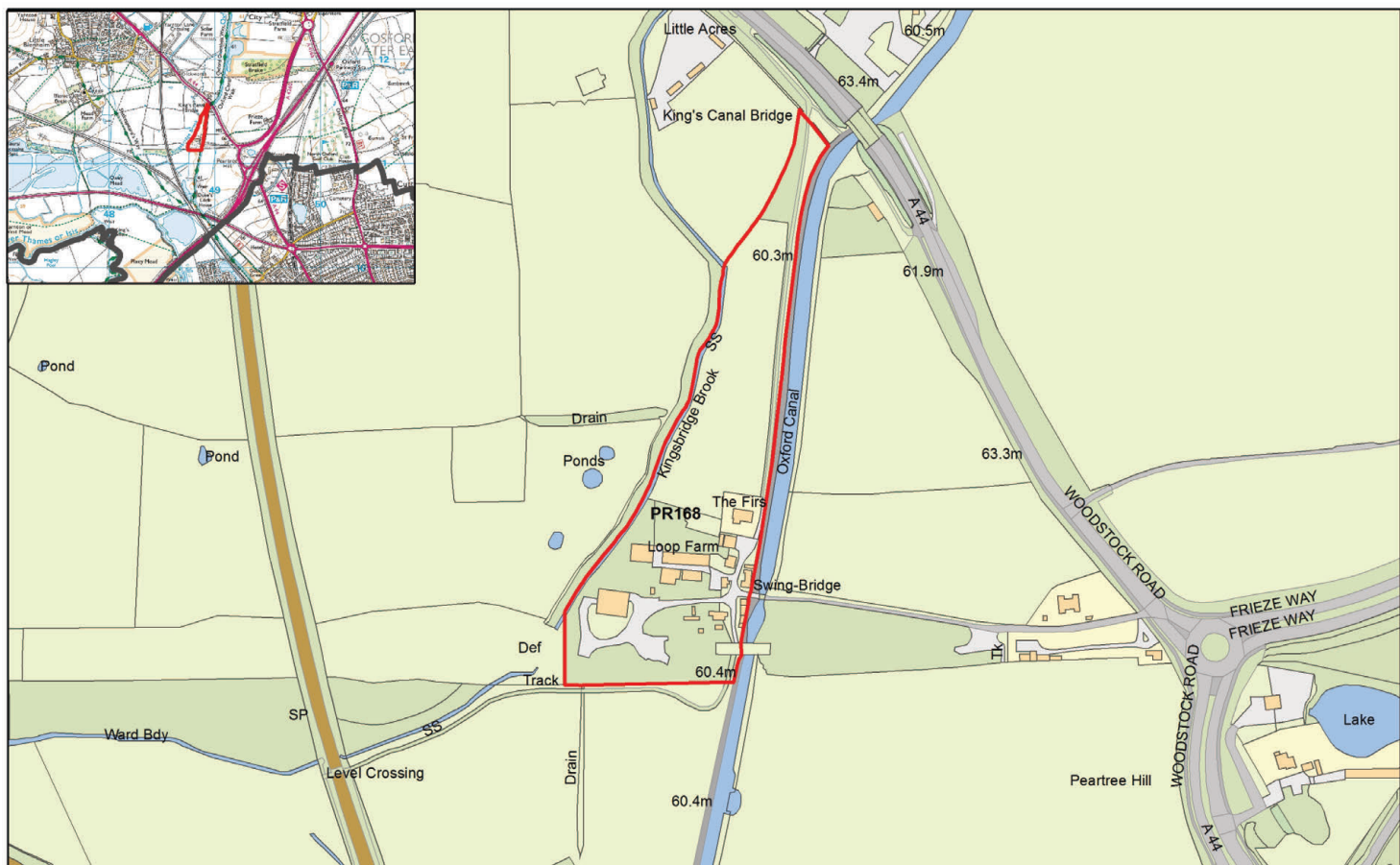
Area A - Kidlington and surrounding area



Site PR167 - Kidlington

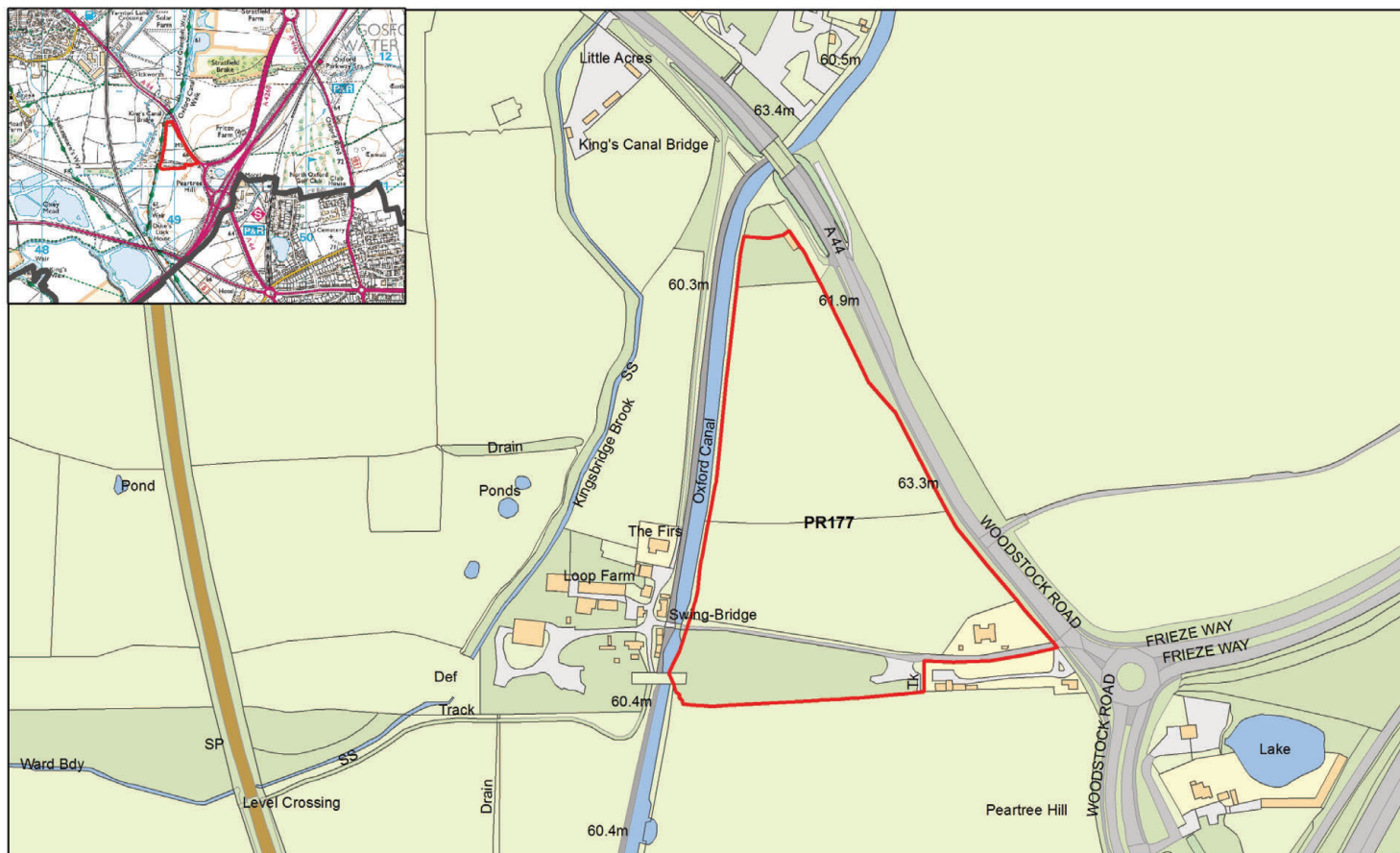


Site PR168 - Kidlington

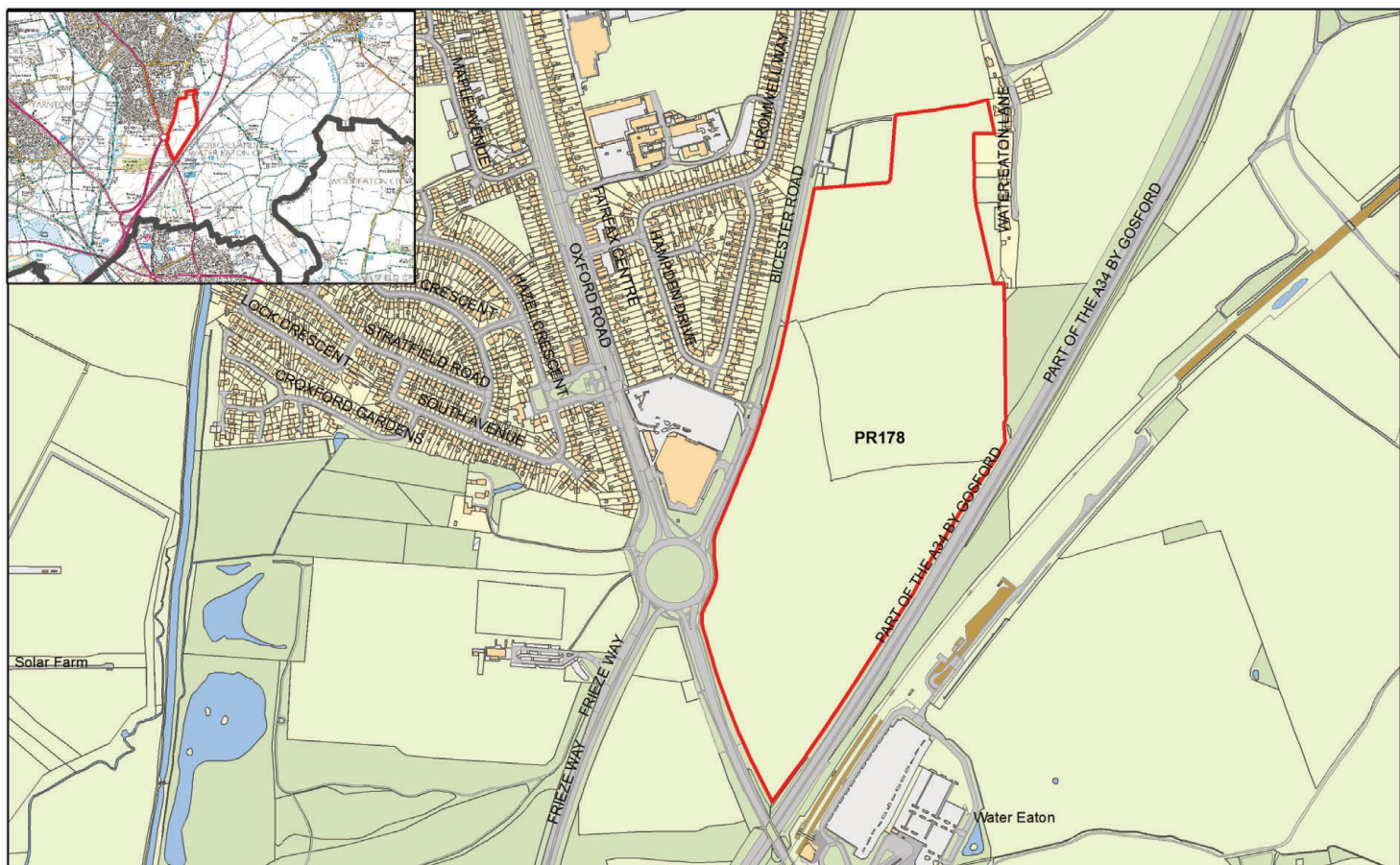




Site PR177 - Kidlington



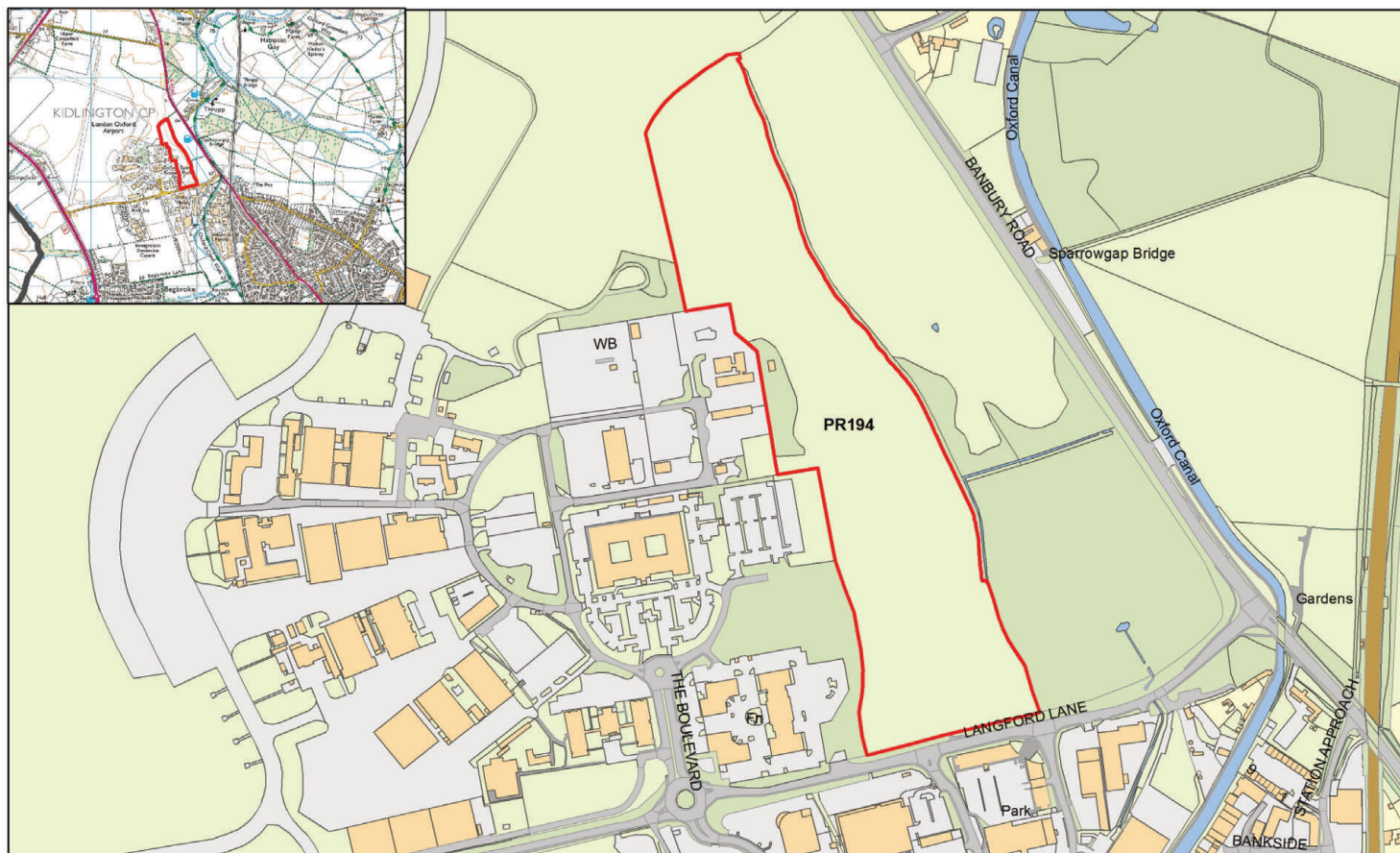
Site PR178 - Kidlington



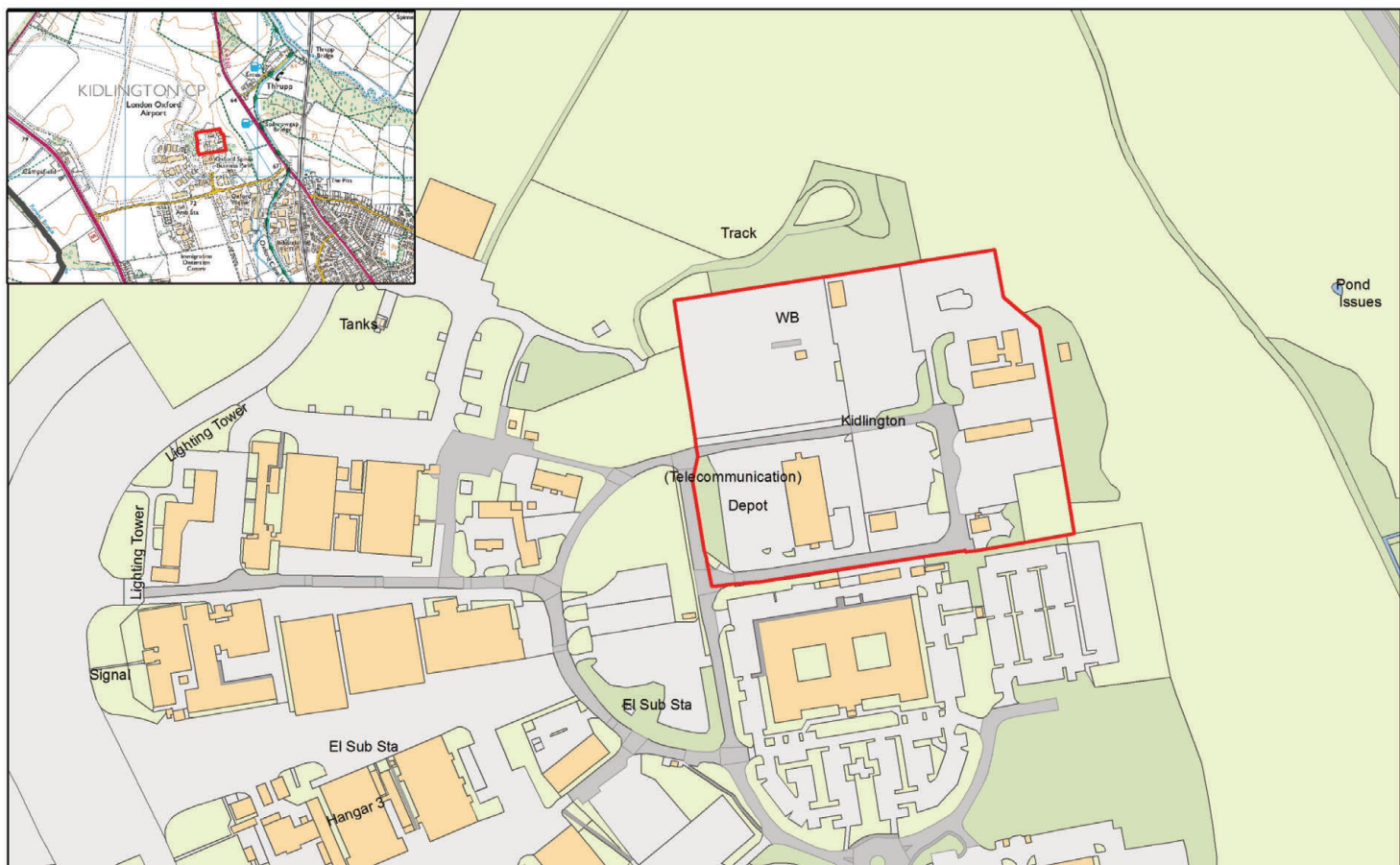
Area A - Kidlington and surrounding area



Site PR194 - Kidlington



Site PR195 - Kidlington

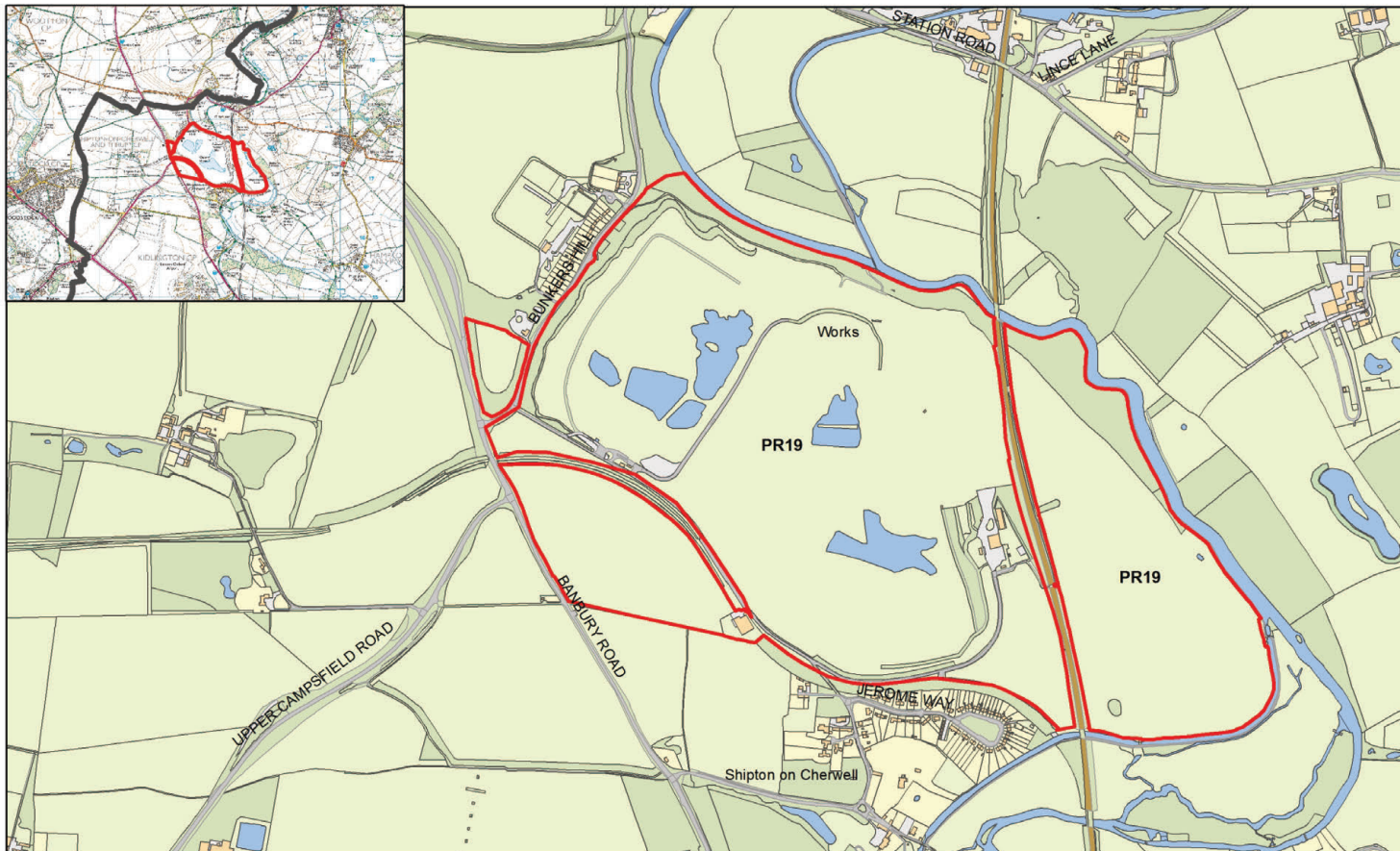


**Appendix I - Location Plans -
Area B - North and East of
Kidlington**

Area B - North and East of Kidlington



Site PR19 - Shipton on Cherwell

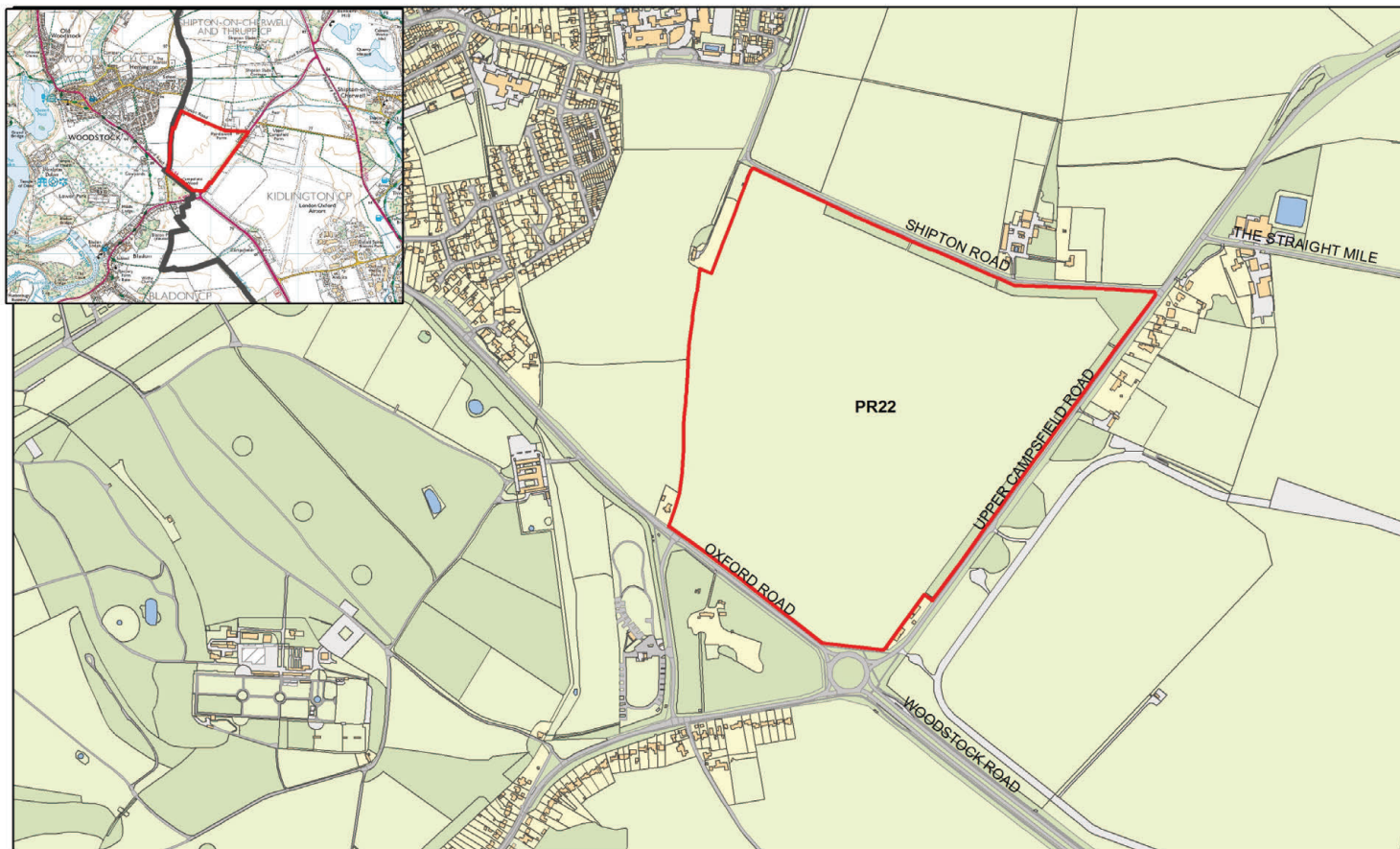


Site PR21 - Islip

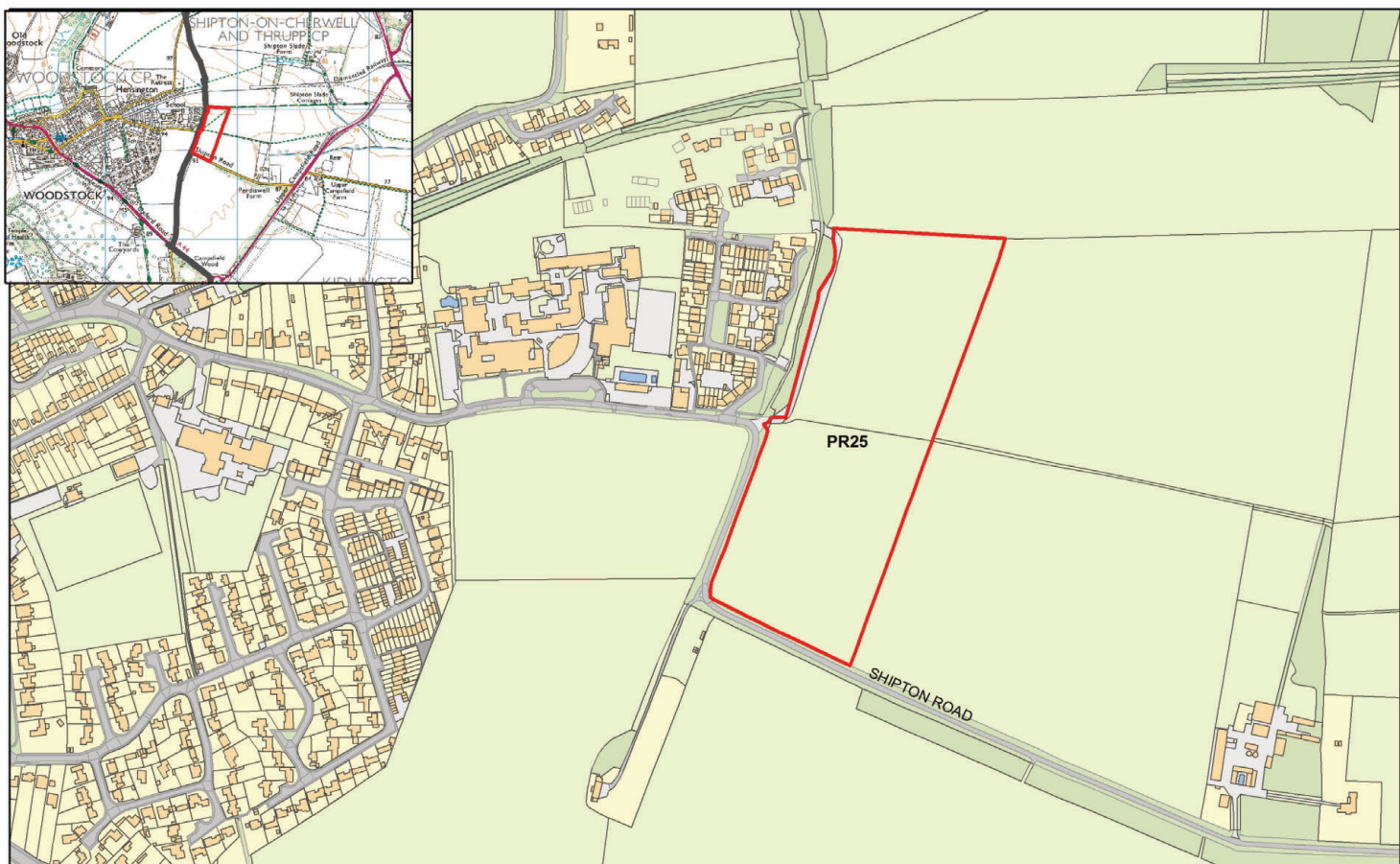




Site PR22 - Woodstock

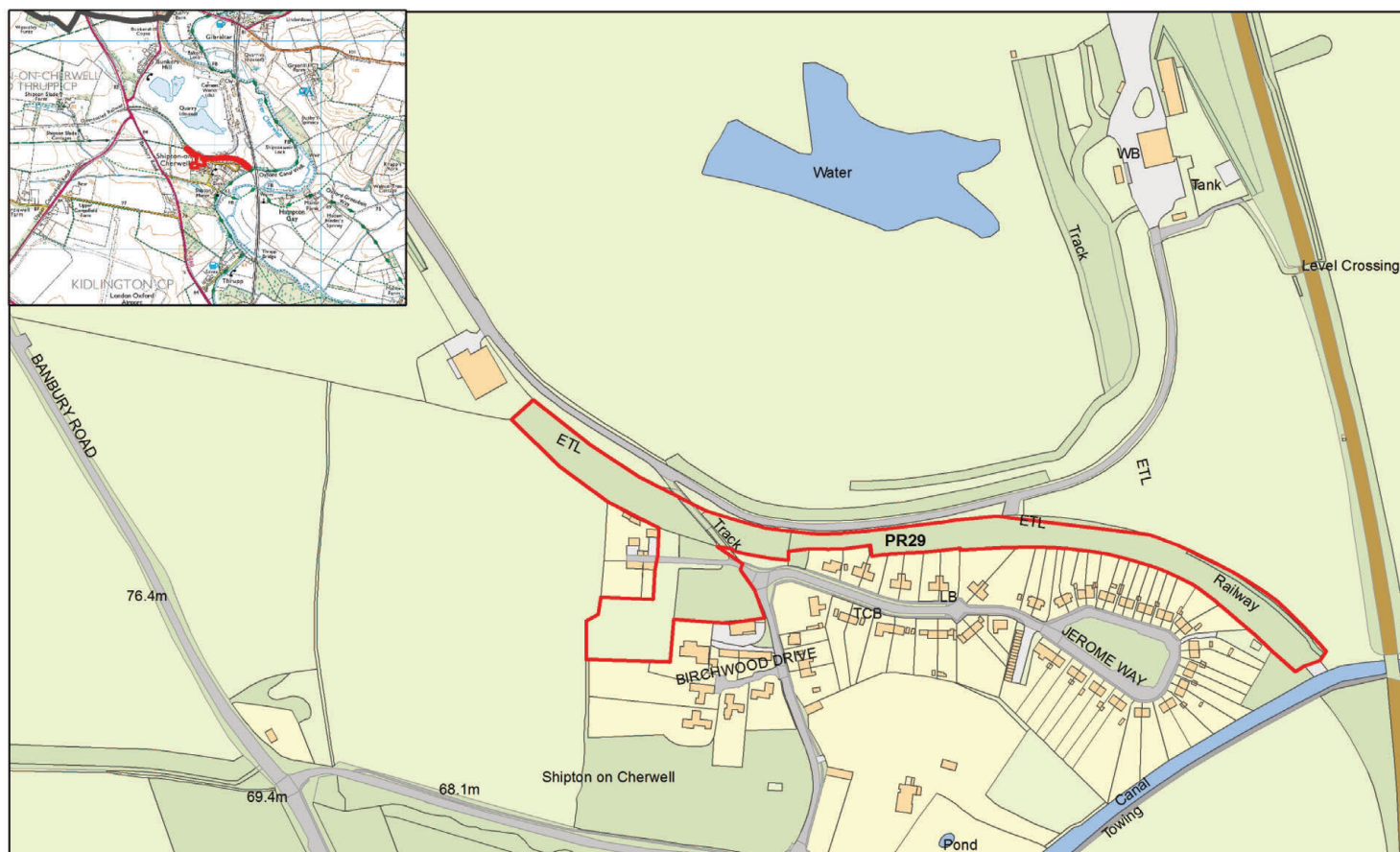


Site PR25 - Woodstock

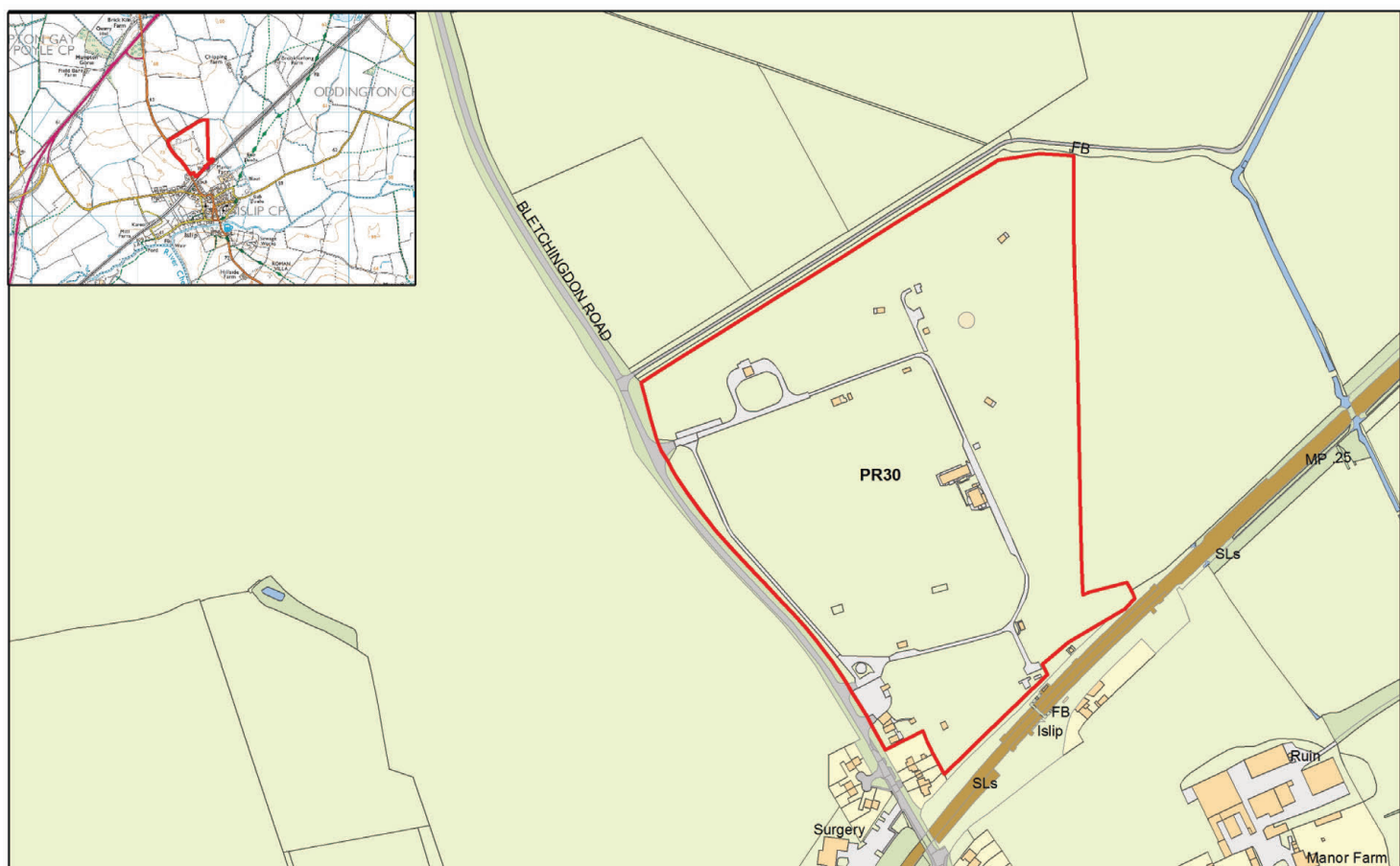




Site PR29 - Shipton on Cherwell



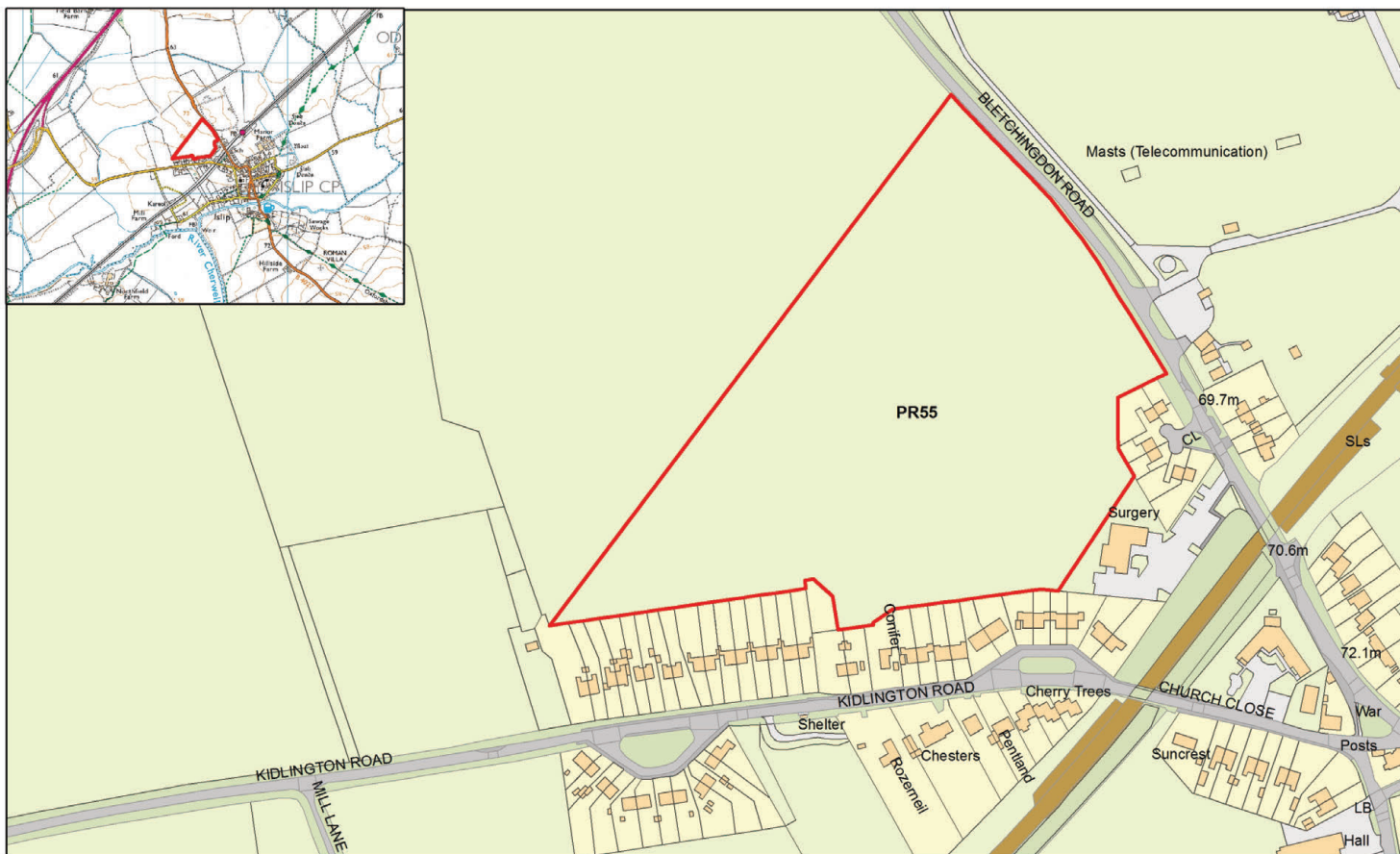
Site PR30 - Islip



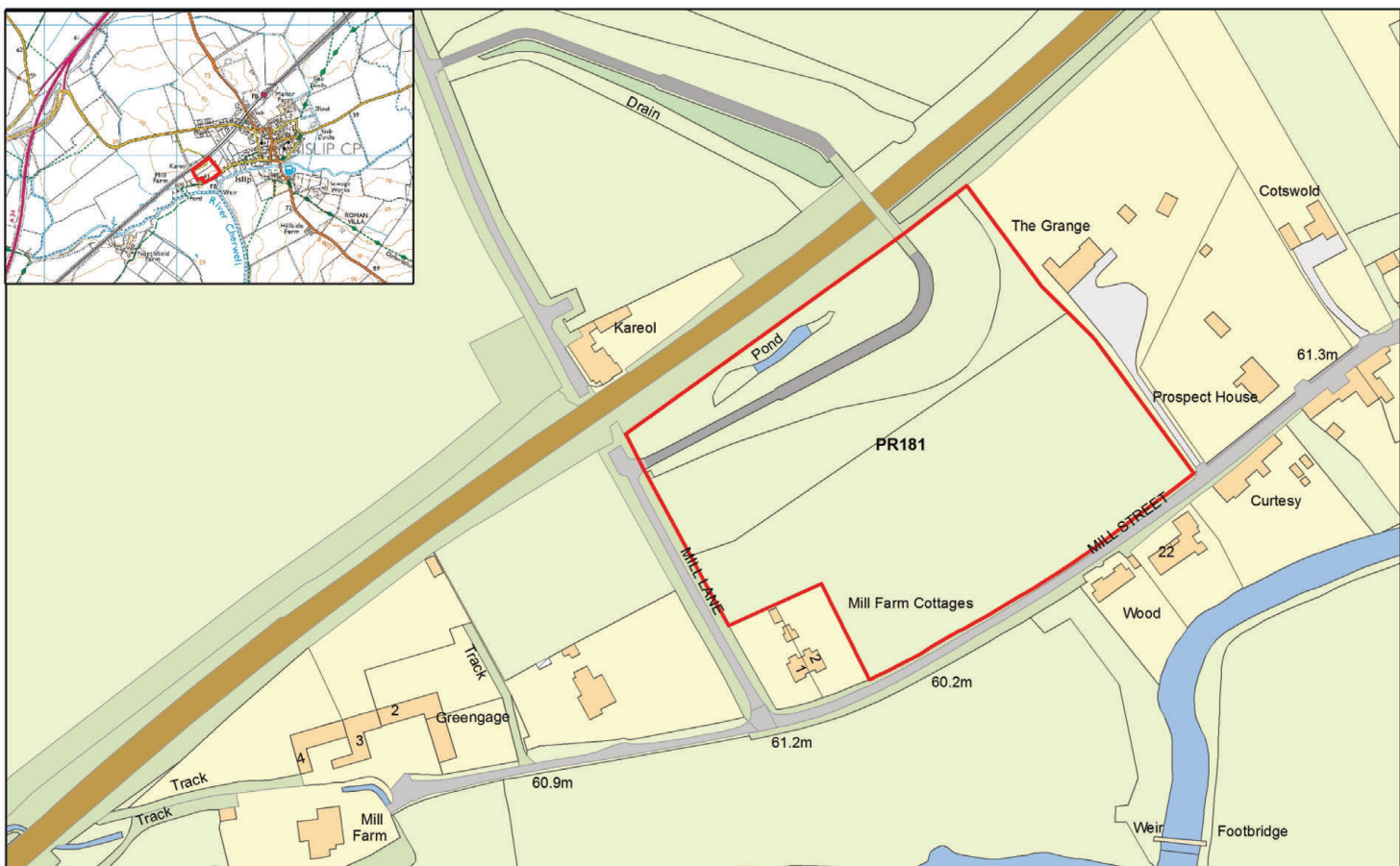
Area B - North and East of Kidlington



Site PR55 - Islip



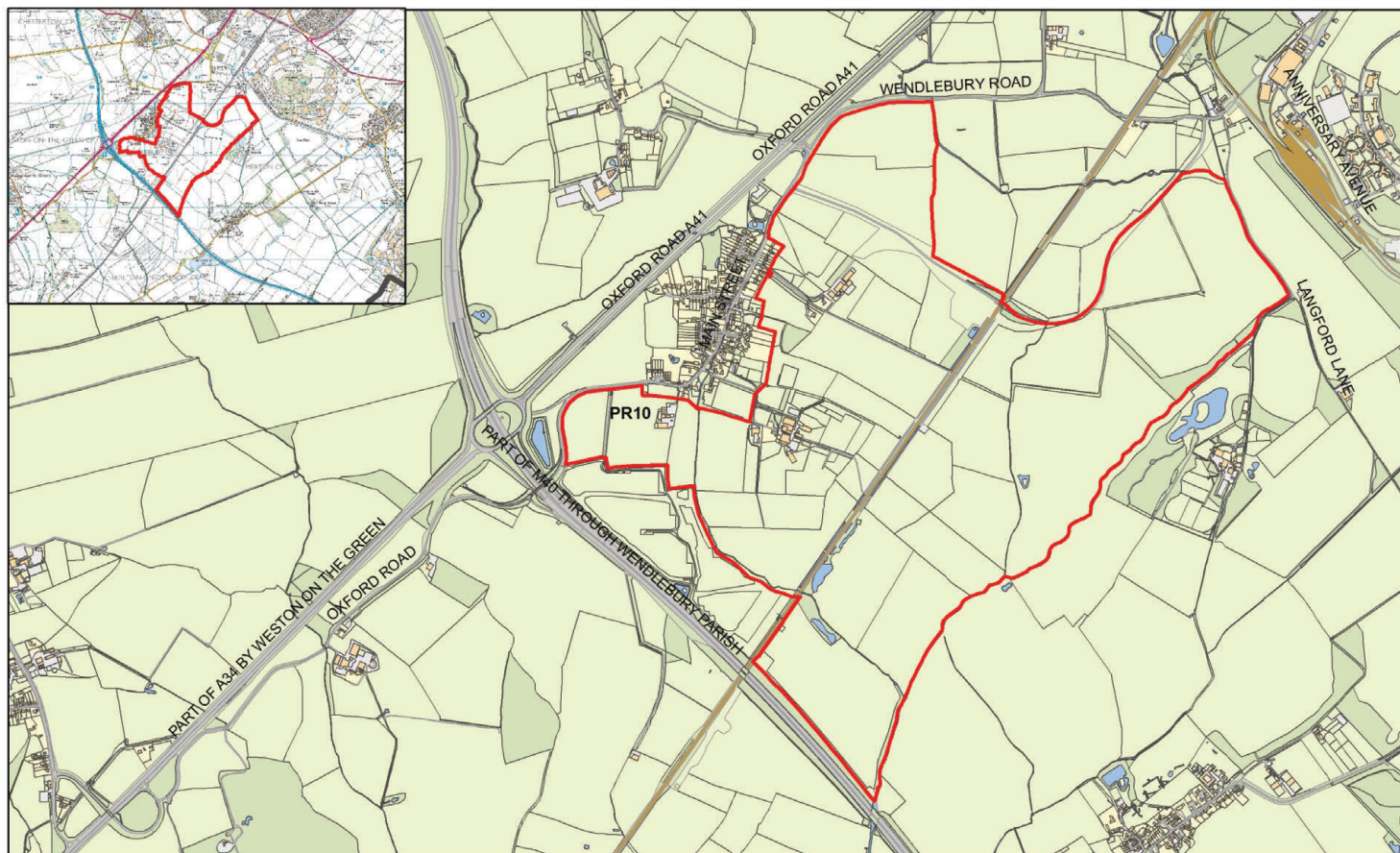
Site PR181 - Islip



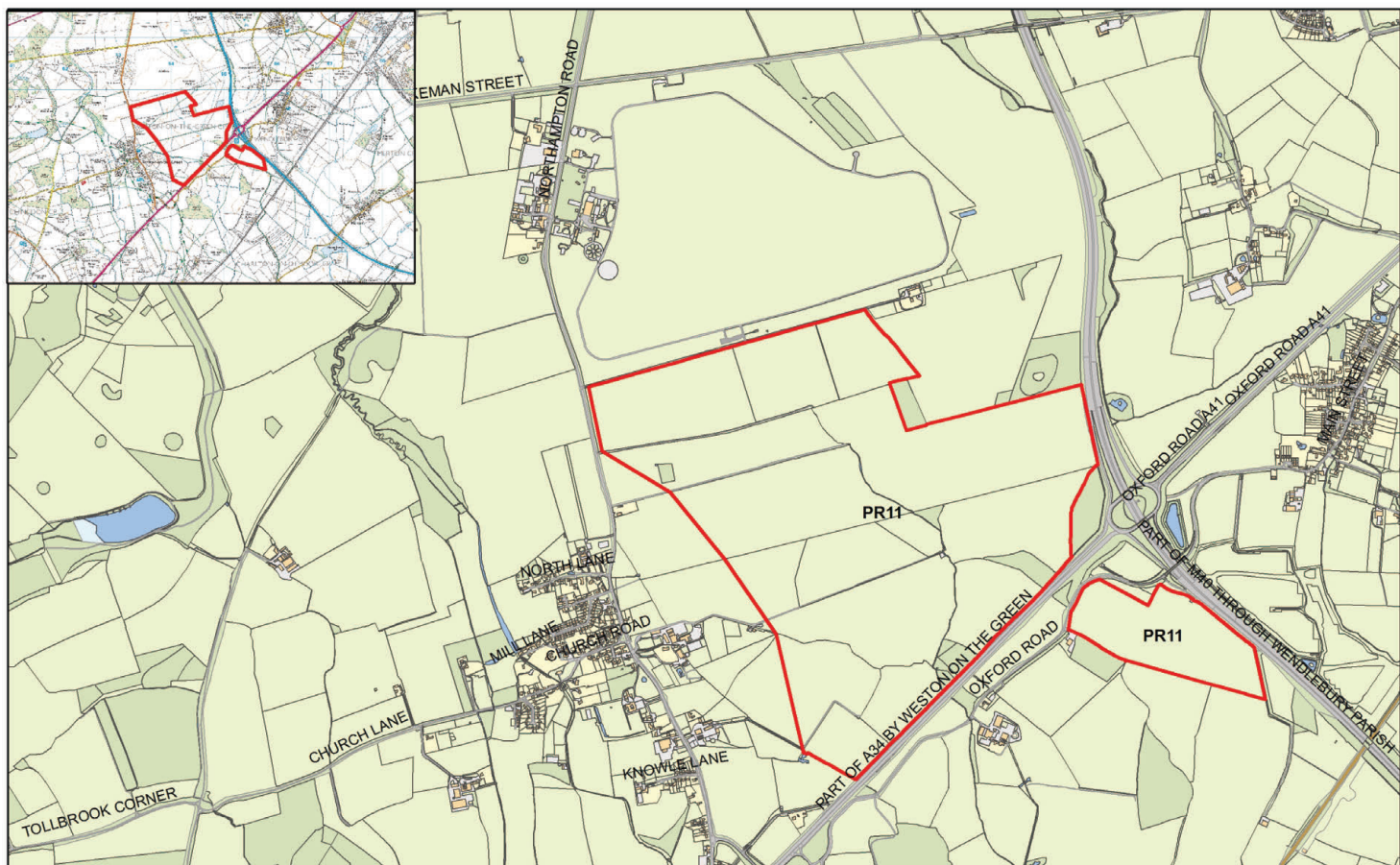
**Appendix I - Location Plans -
Area C - Junction 9, M40**



Site PR10 - Wendlebury

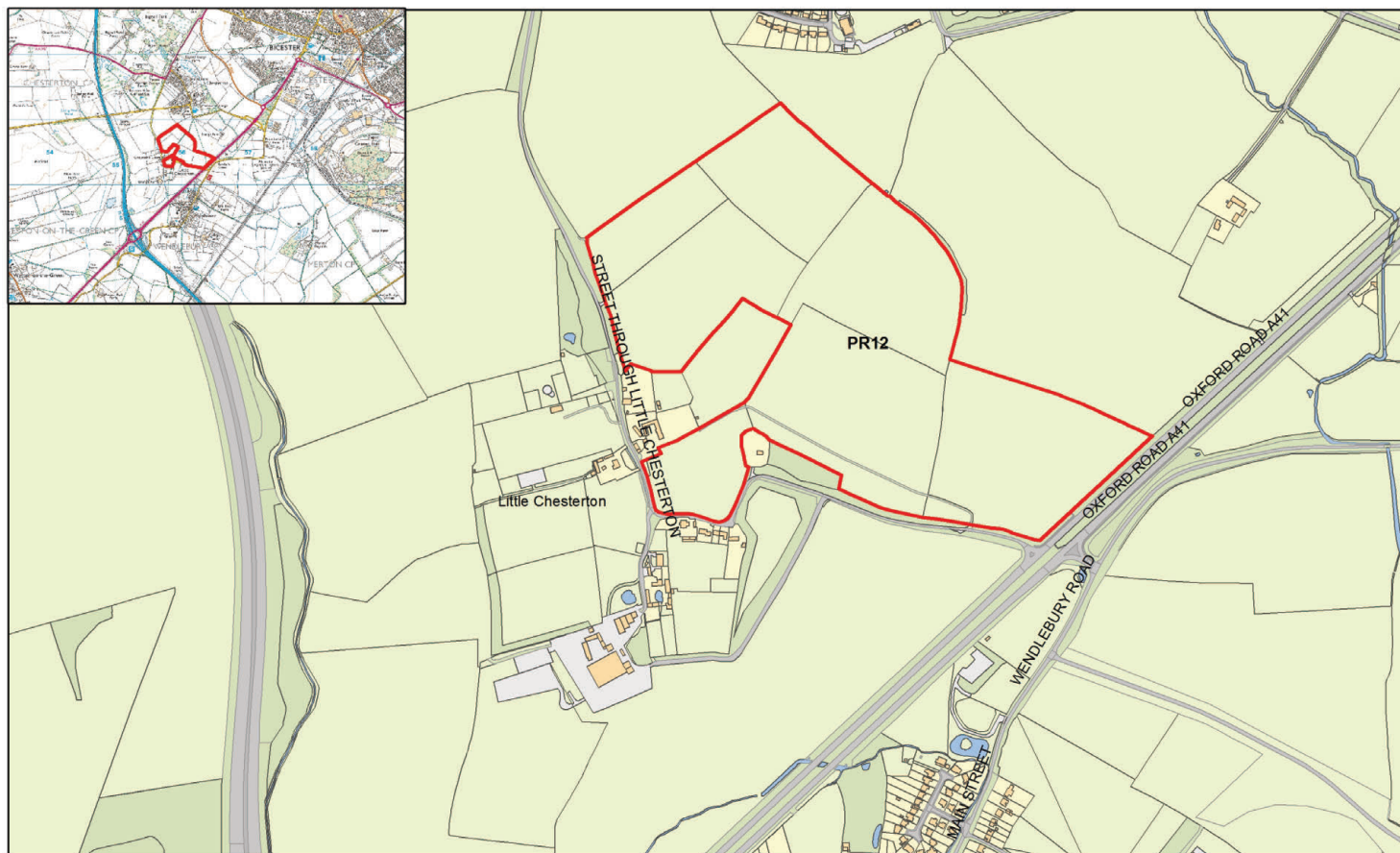


Site PR11 - Weston on the Green

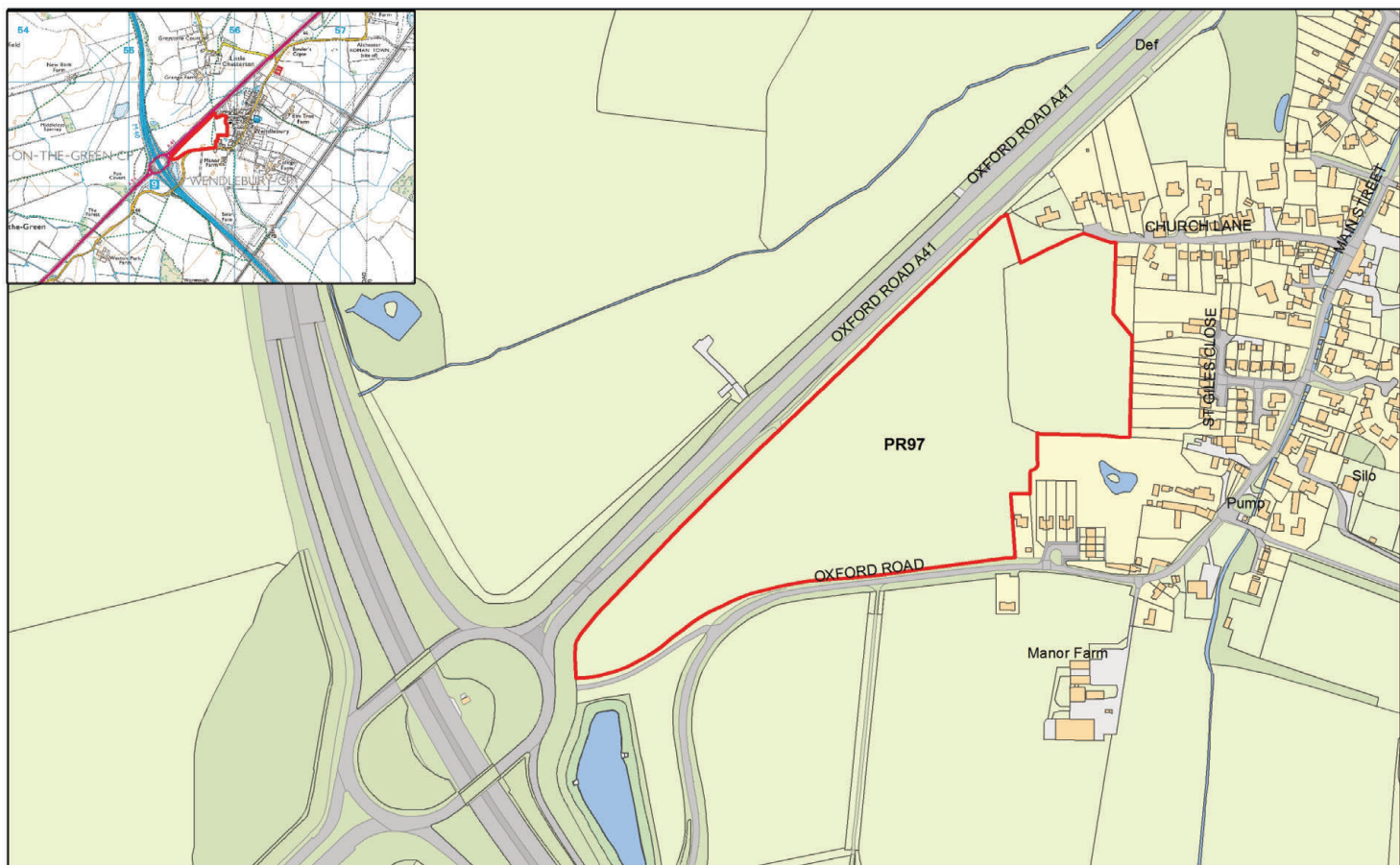




Site PR12 - Chesterton

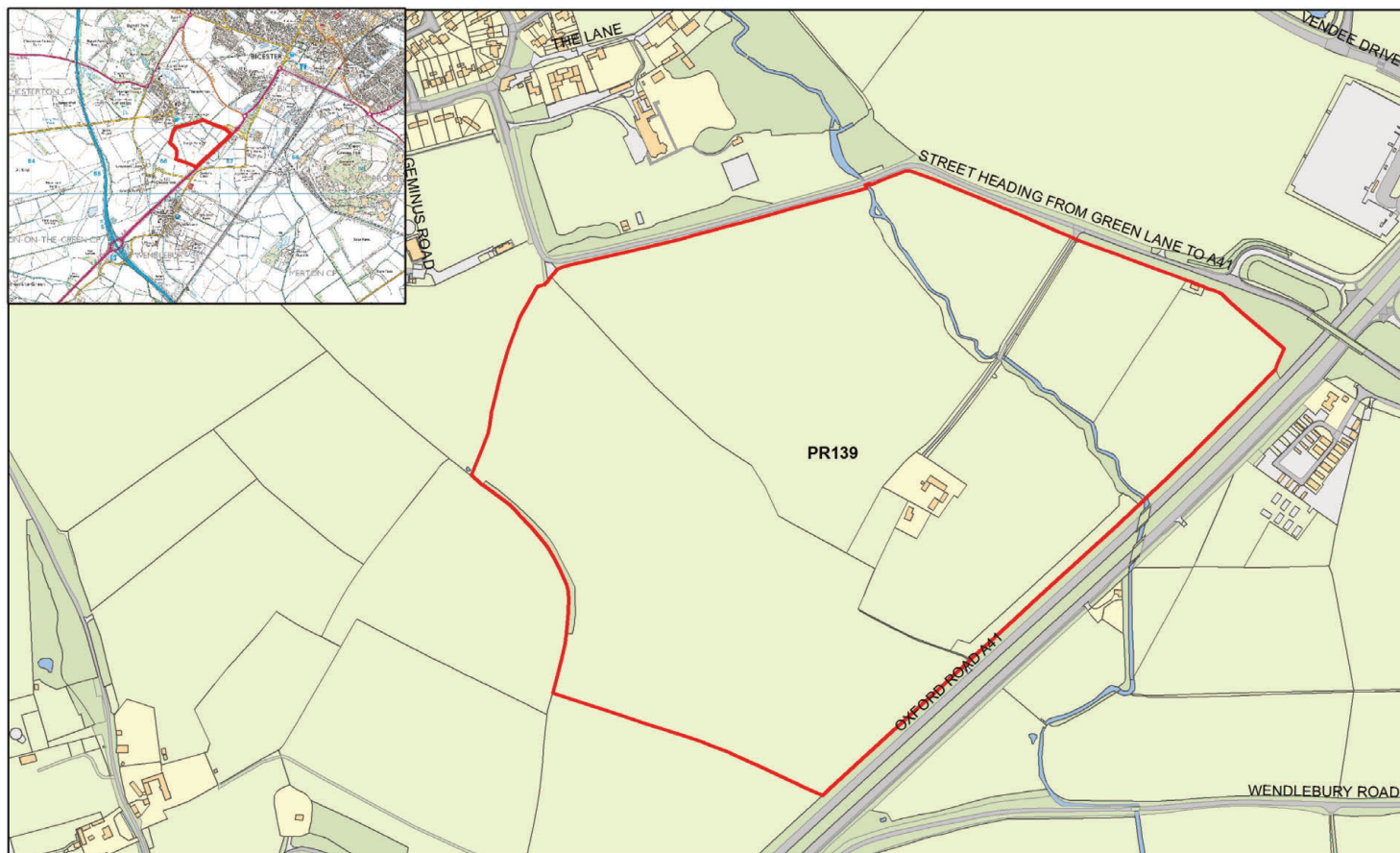


Site PR97 - Wendlebury

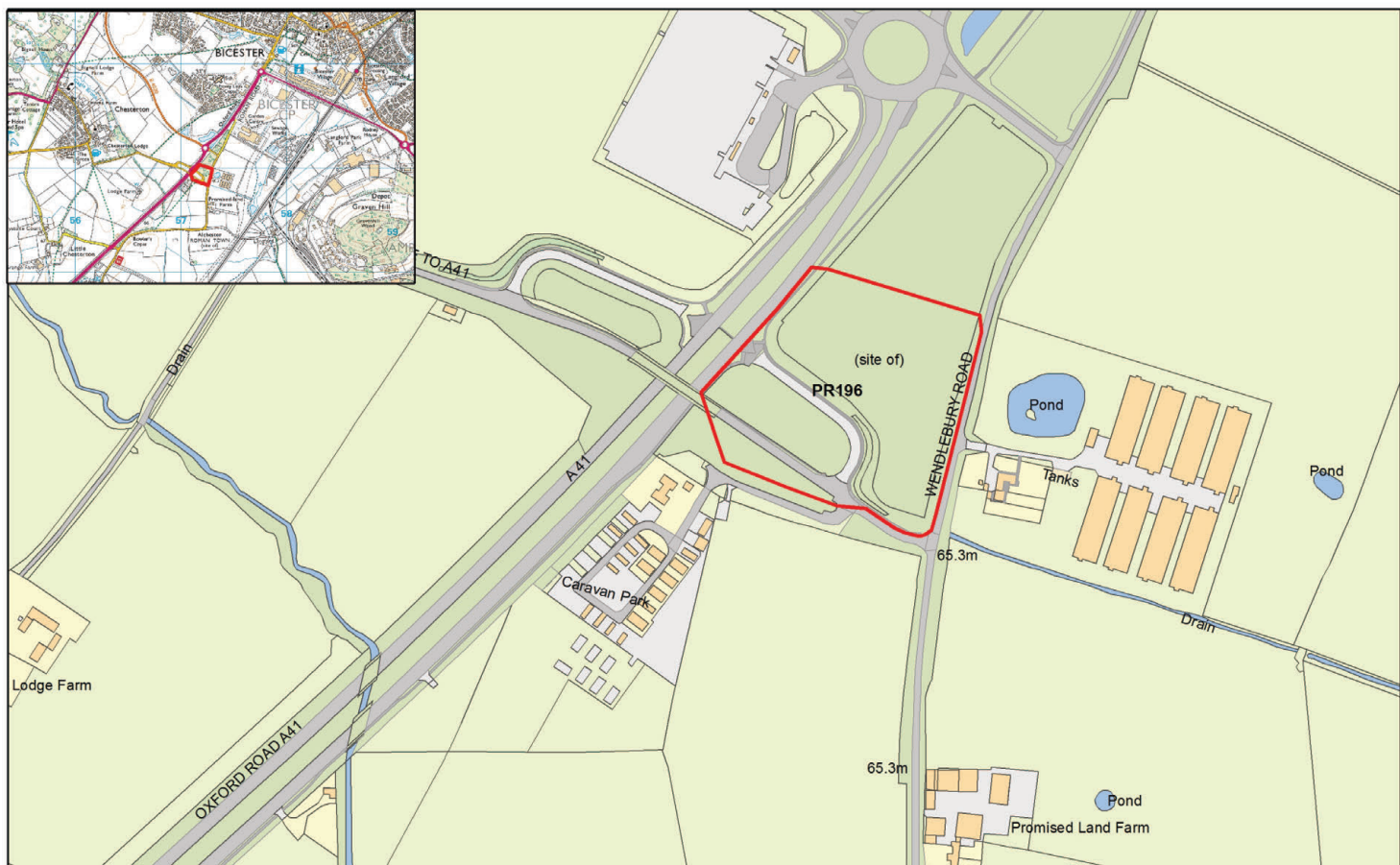




Site PR139 - Chesterton



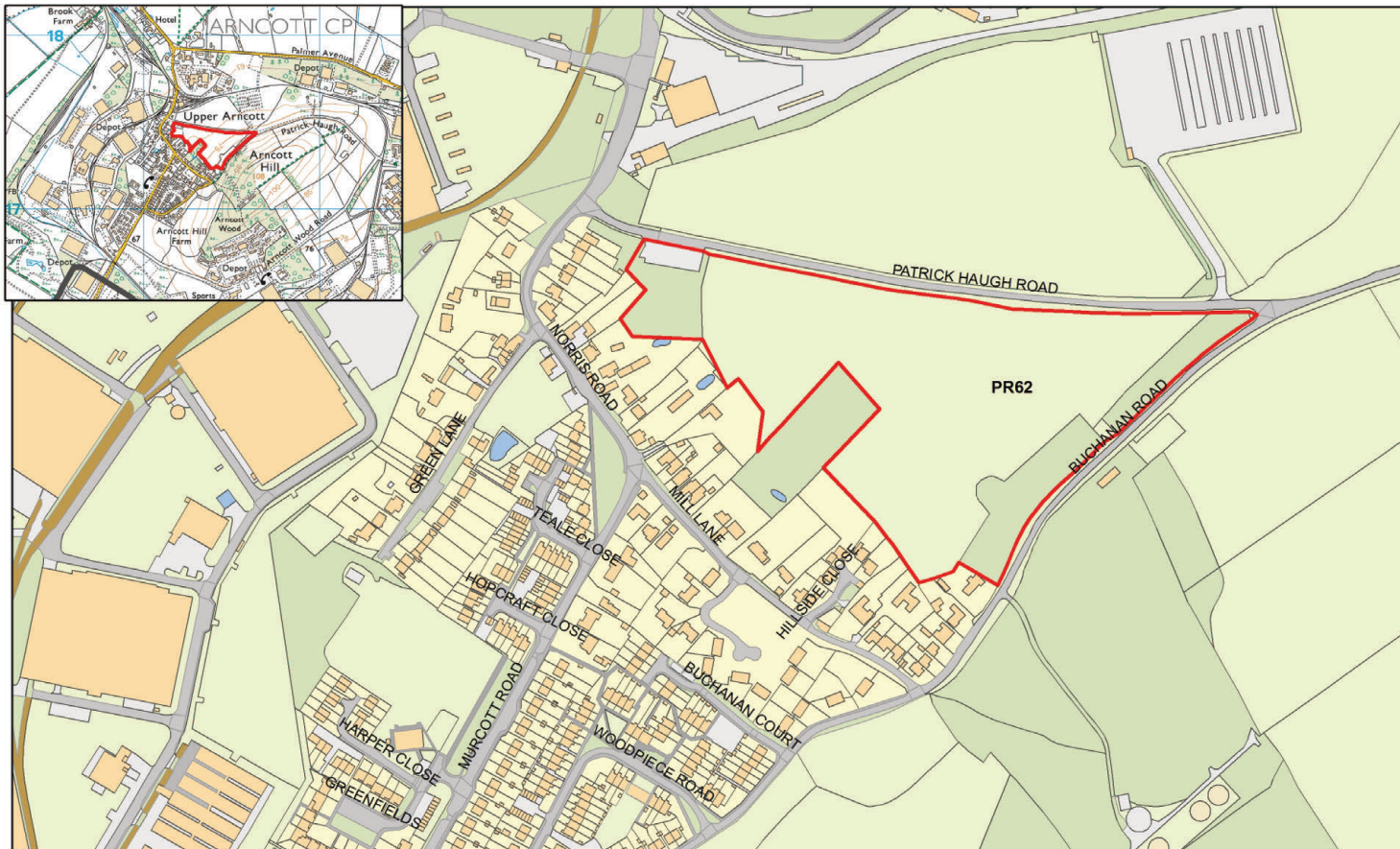
Site PR196 - Bicester



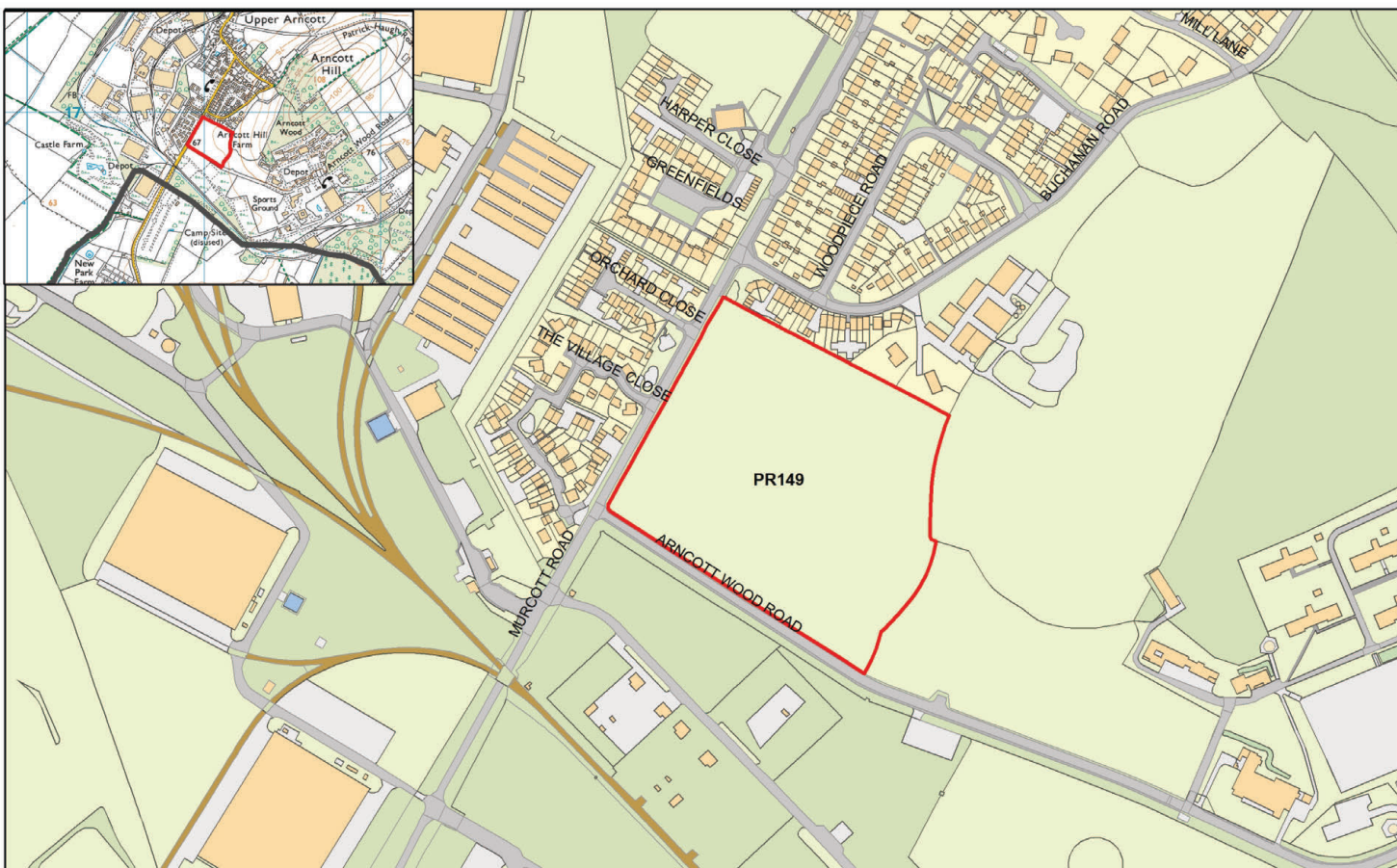
**Appendix I - Location Plans -
Area D - Arccott**



Site PR62 - Arncott



Site PR149 - Arncott

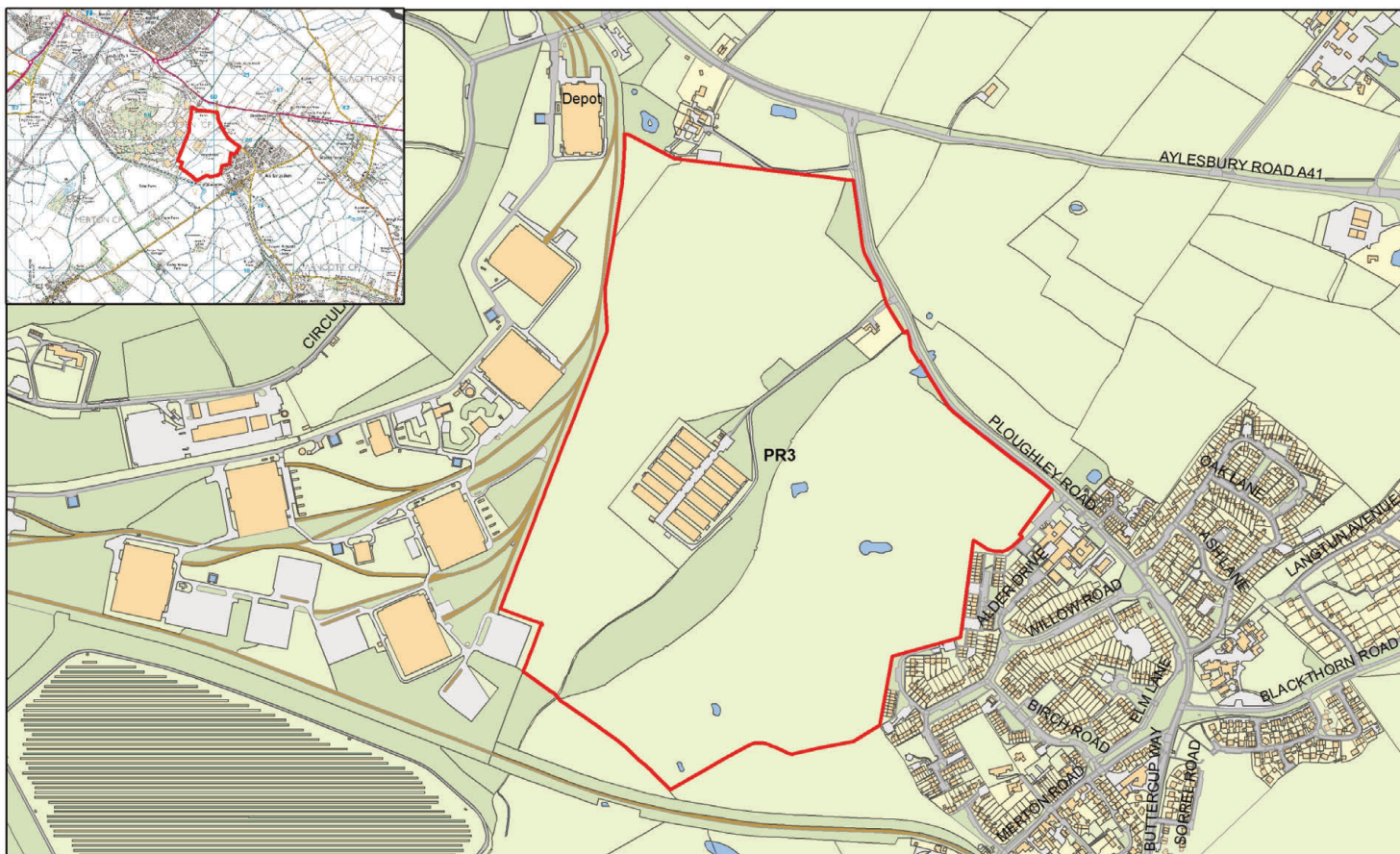


**Appendix I - Location Plans -
Area E - Bicester and
Surrounding Area**

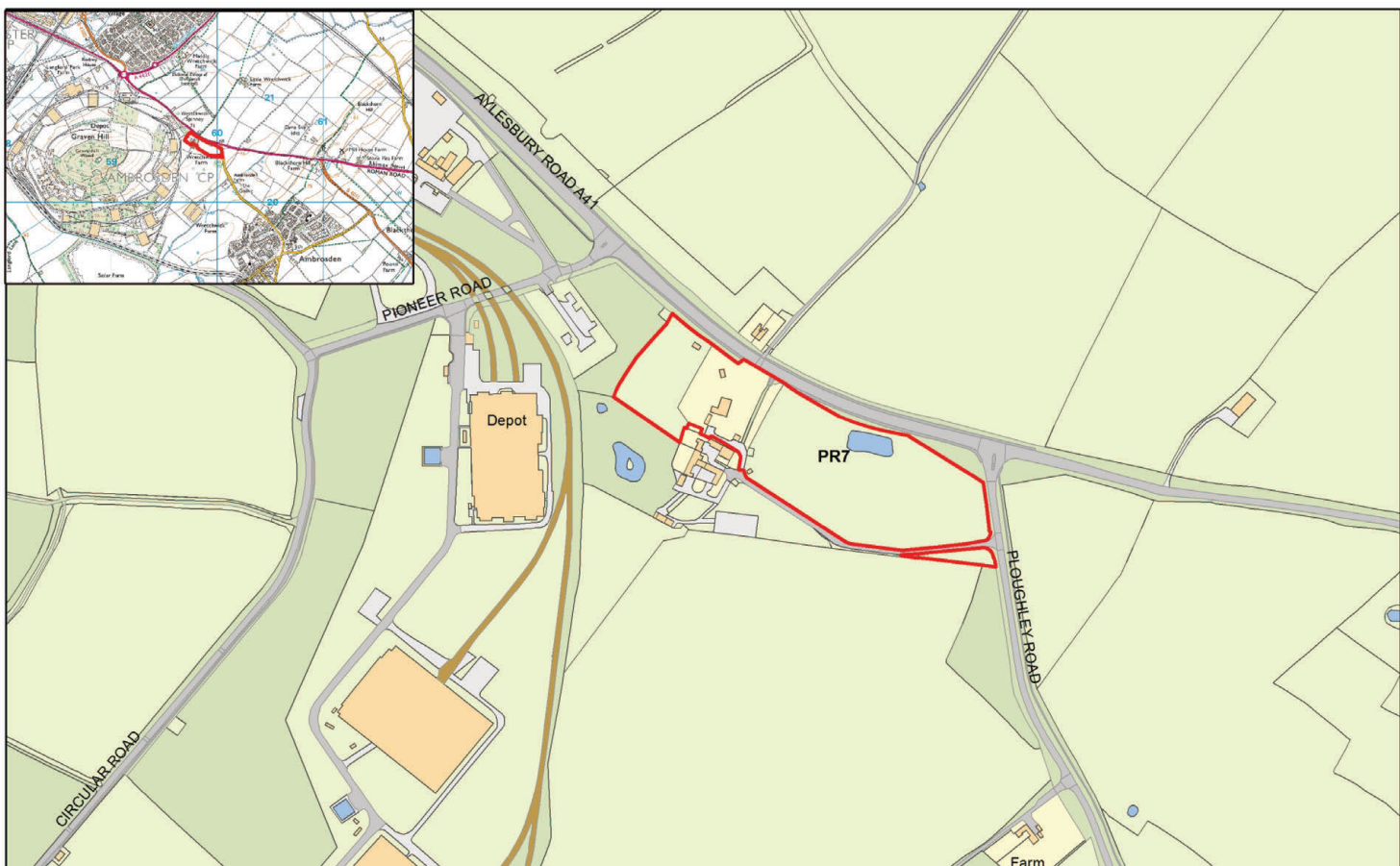
Area E - Bicester and surrounding area



Site PR3 - Bicester/Ambrosden

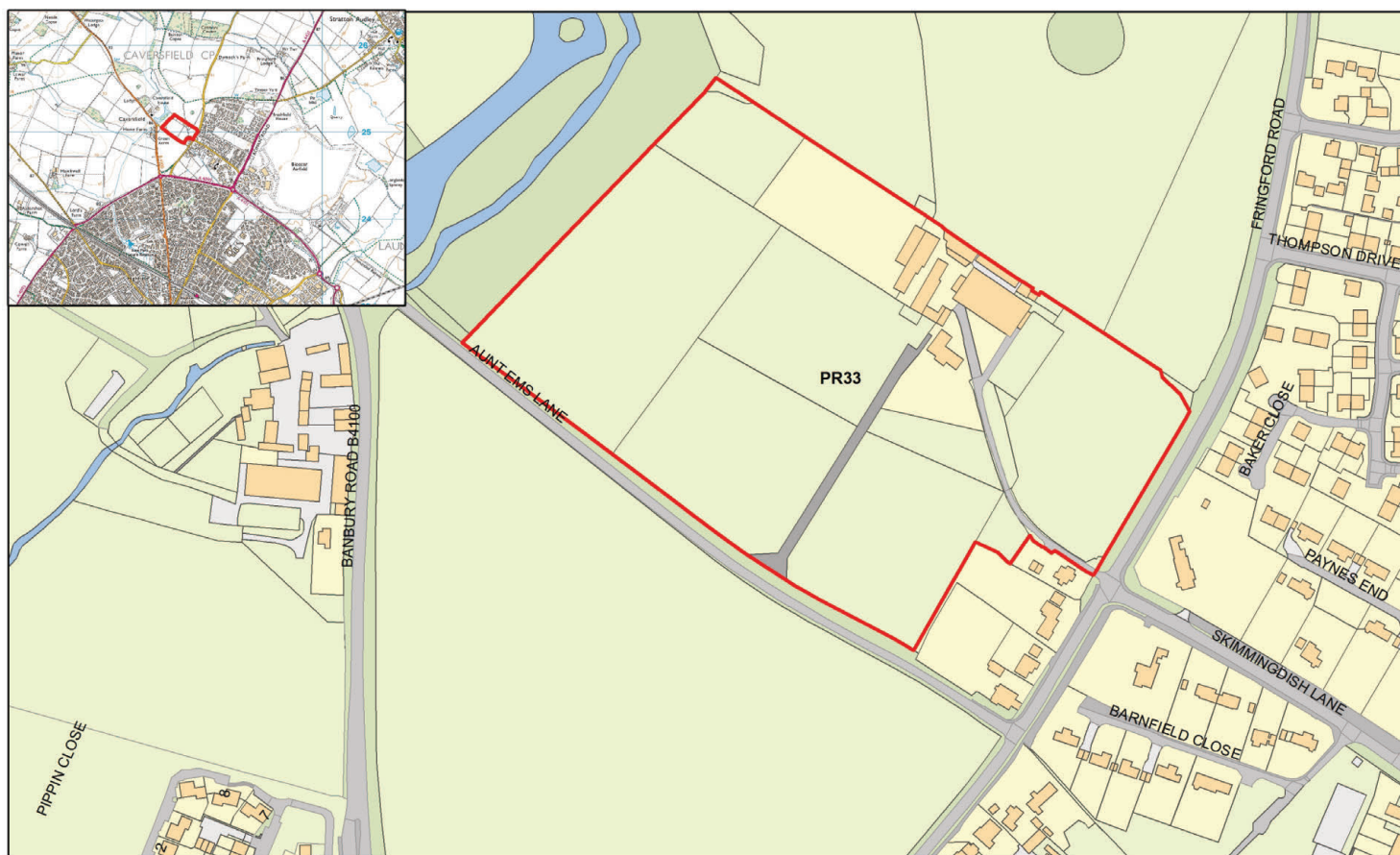


Site PR7 - Ambrosden

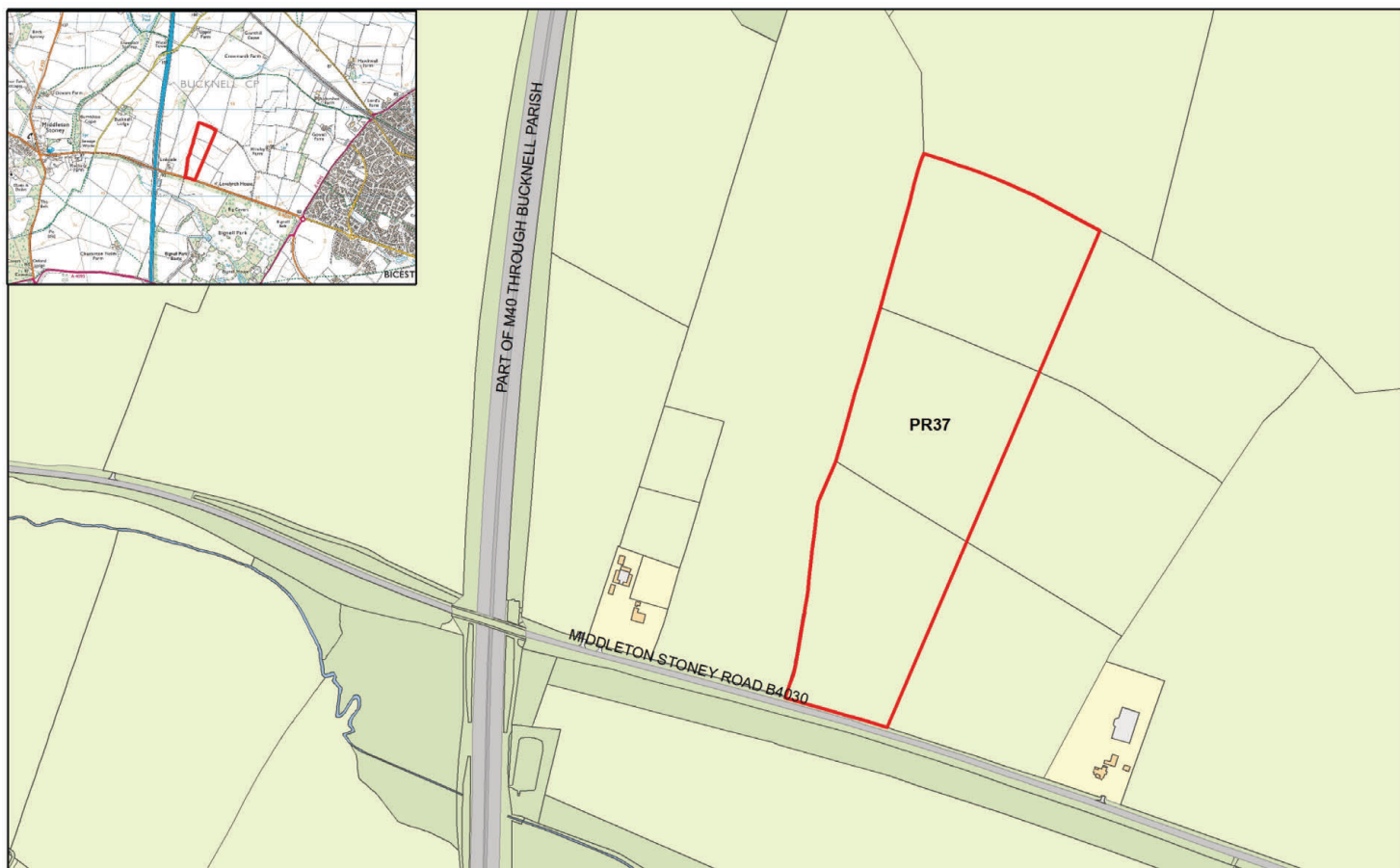




Site PR33 - Caversfield

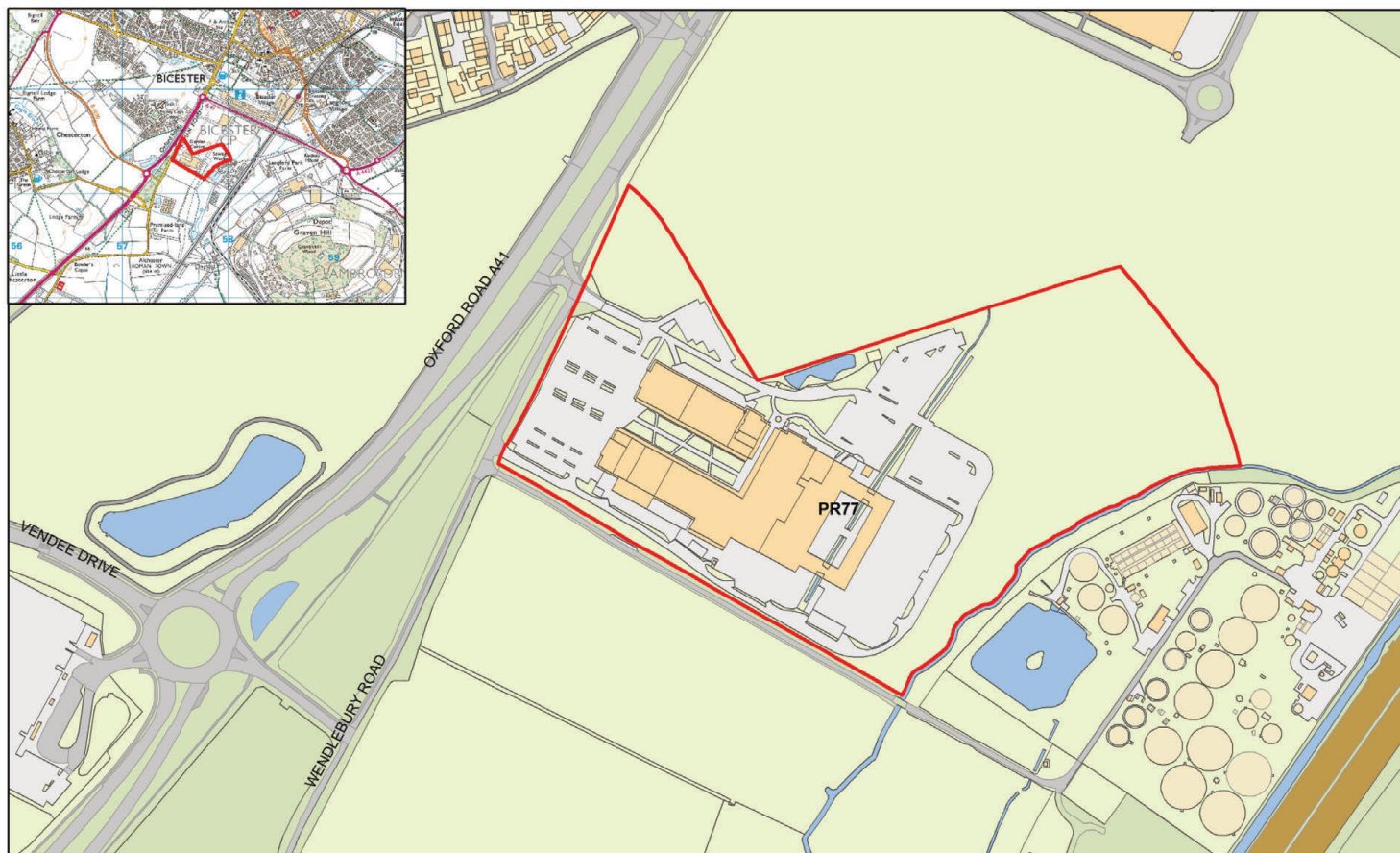


Site PR37 - Bicester

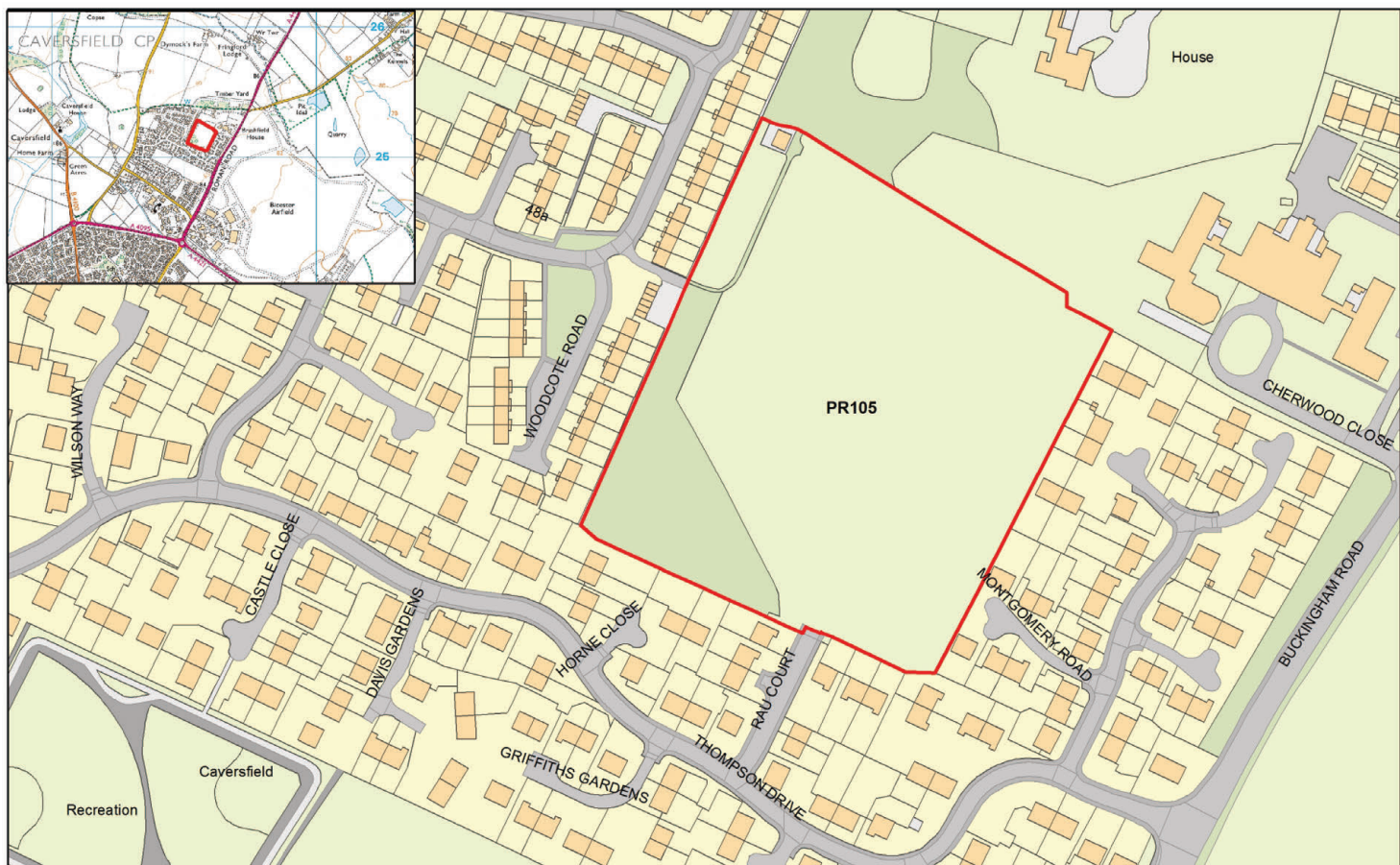




Site PR77 - Bicester

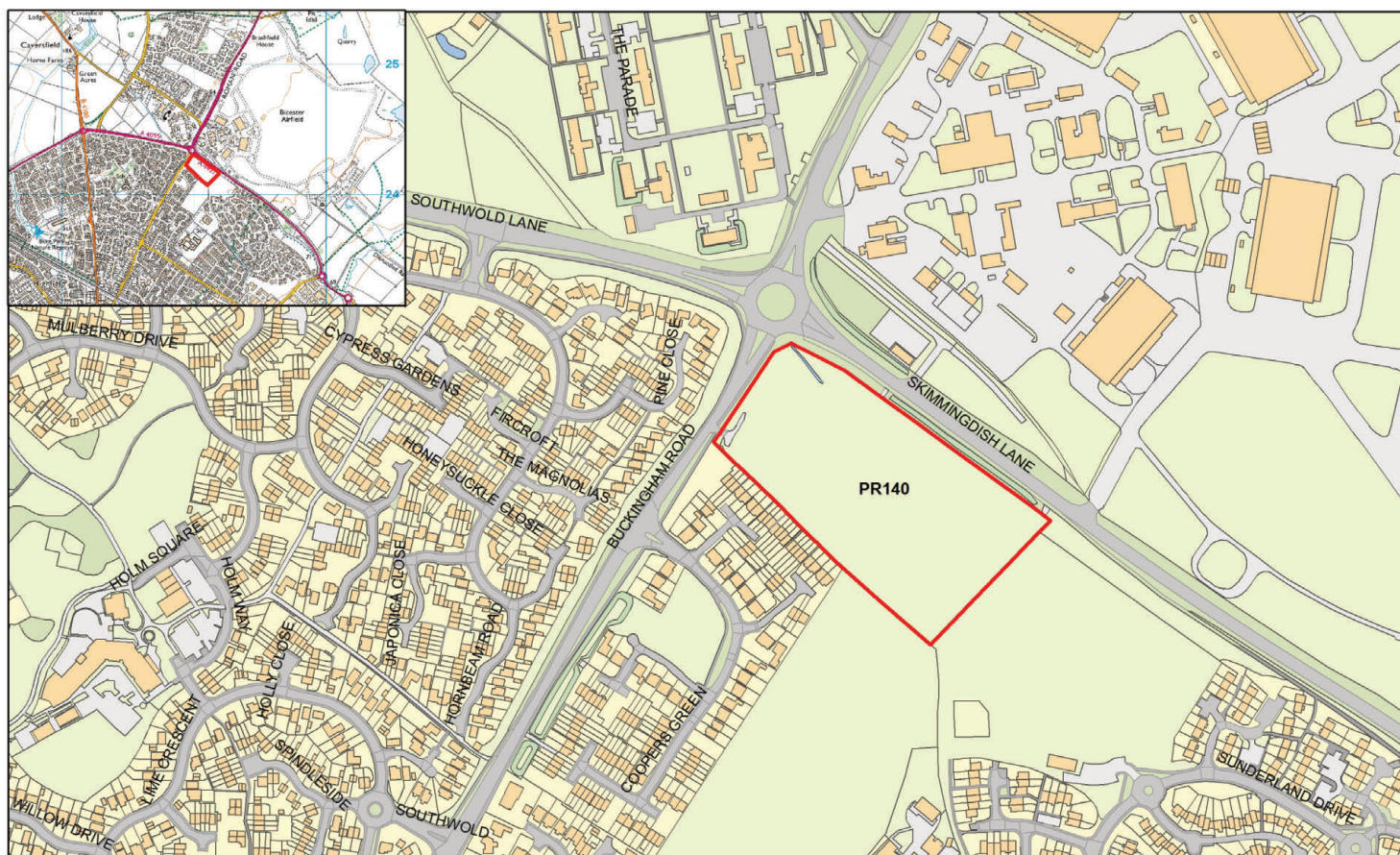


Site PR105 - Caversfield

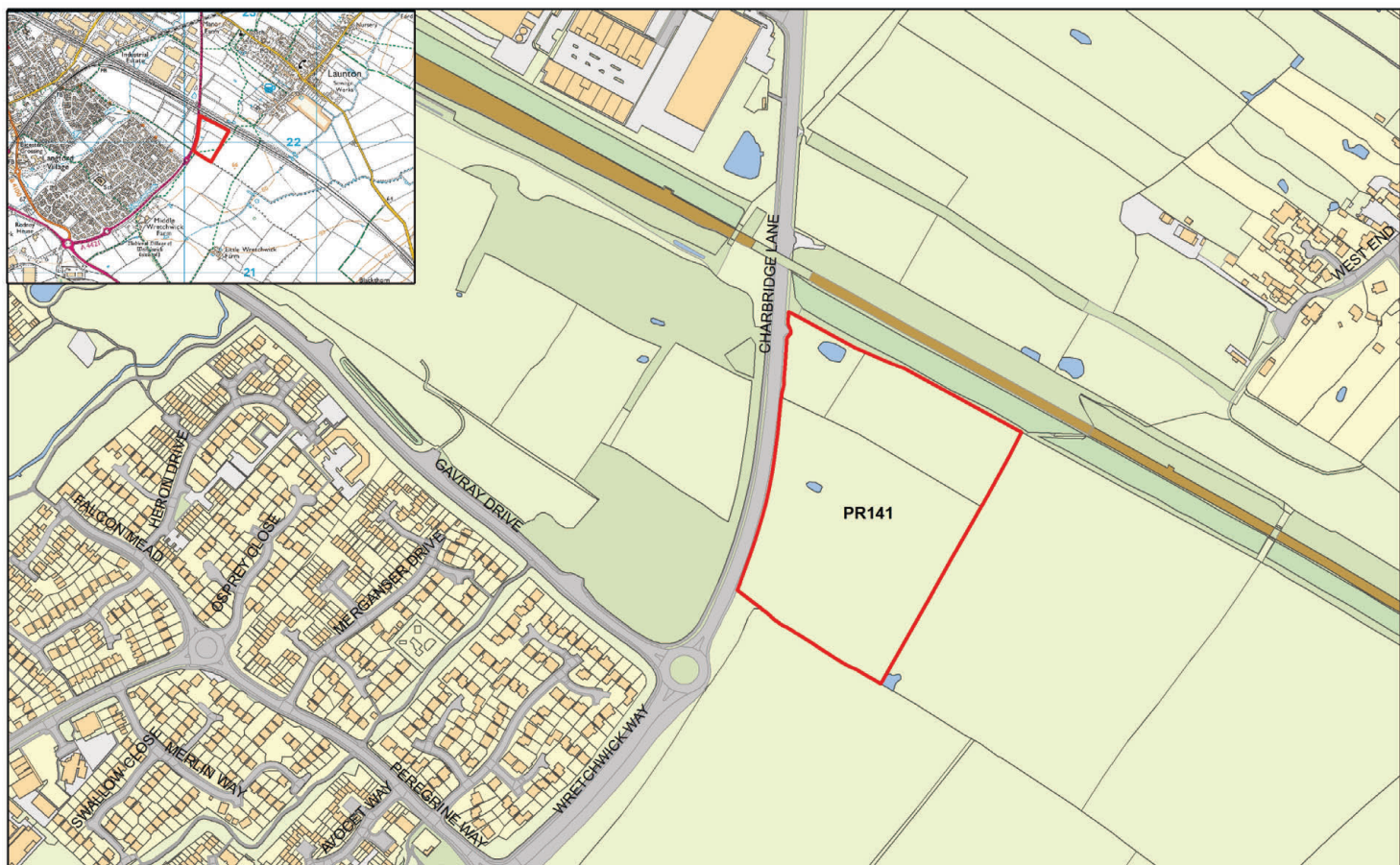




Site PR140 - Bicester



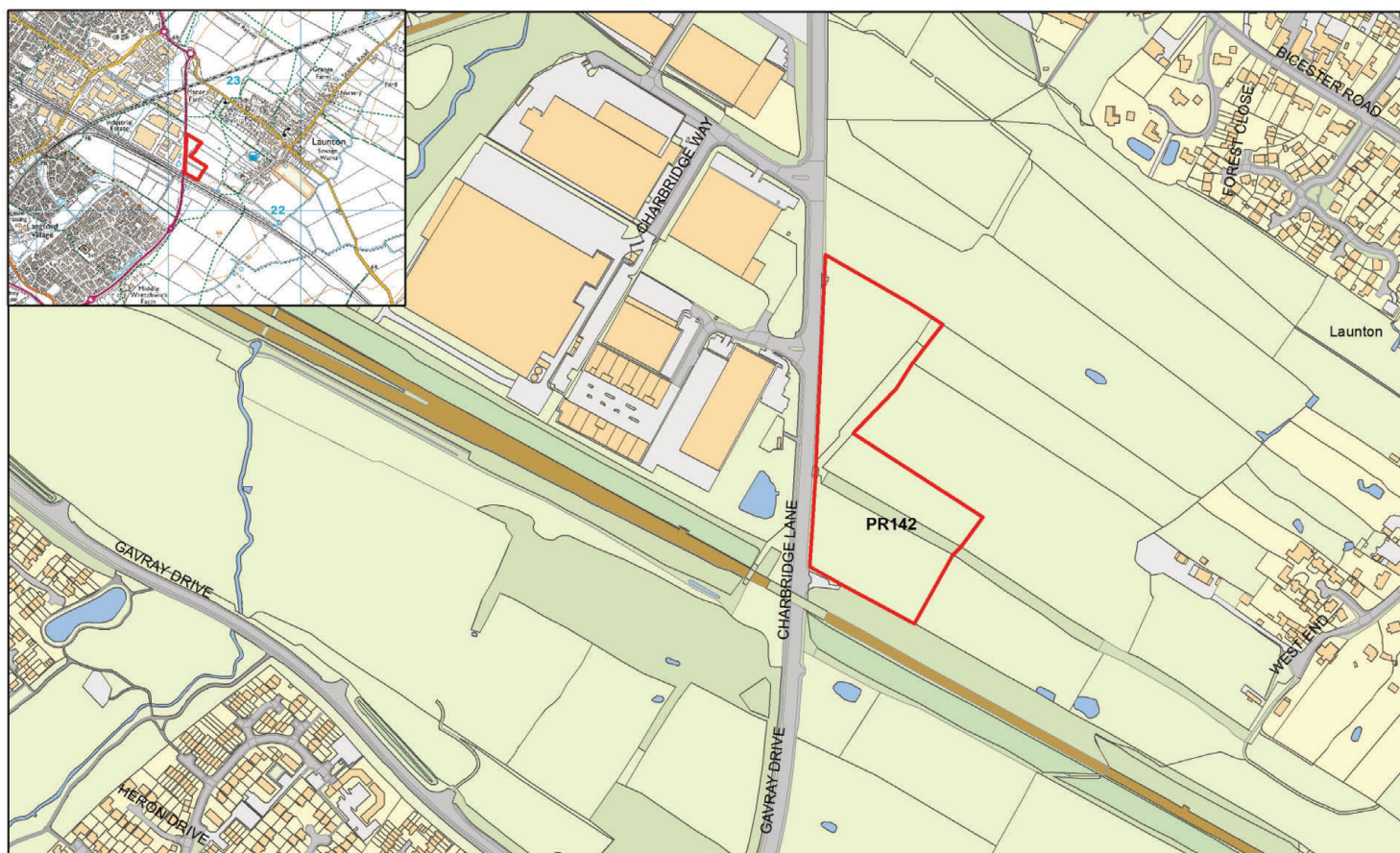
Site PR141 - Bicester



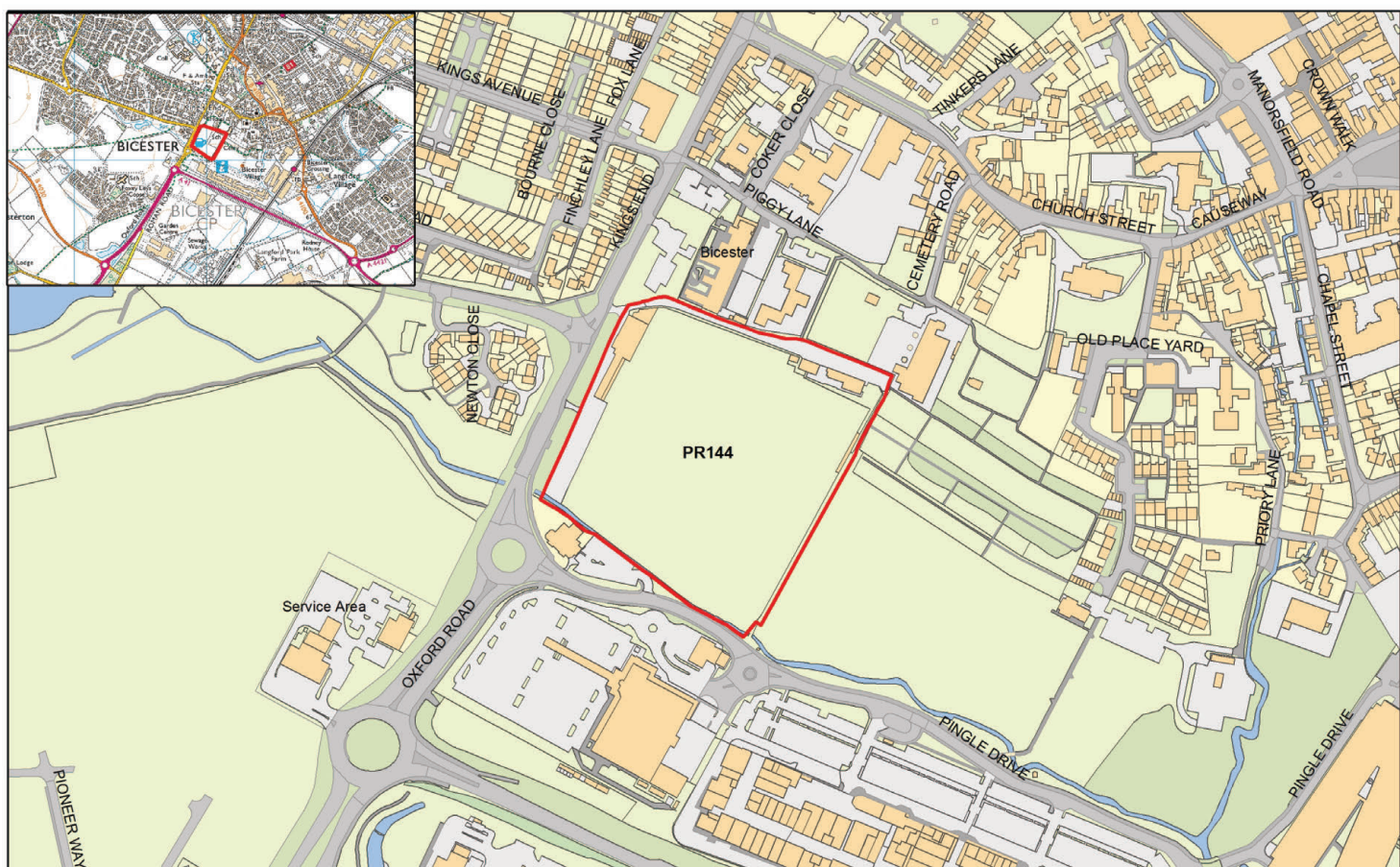
Area E - Bicester and surrounding area



Site PR142 - Bicester

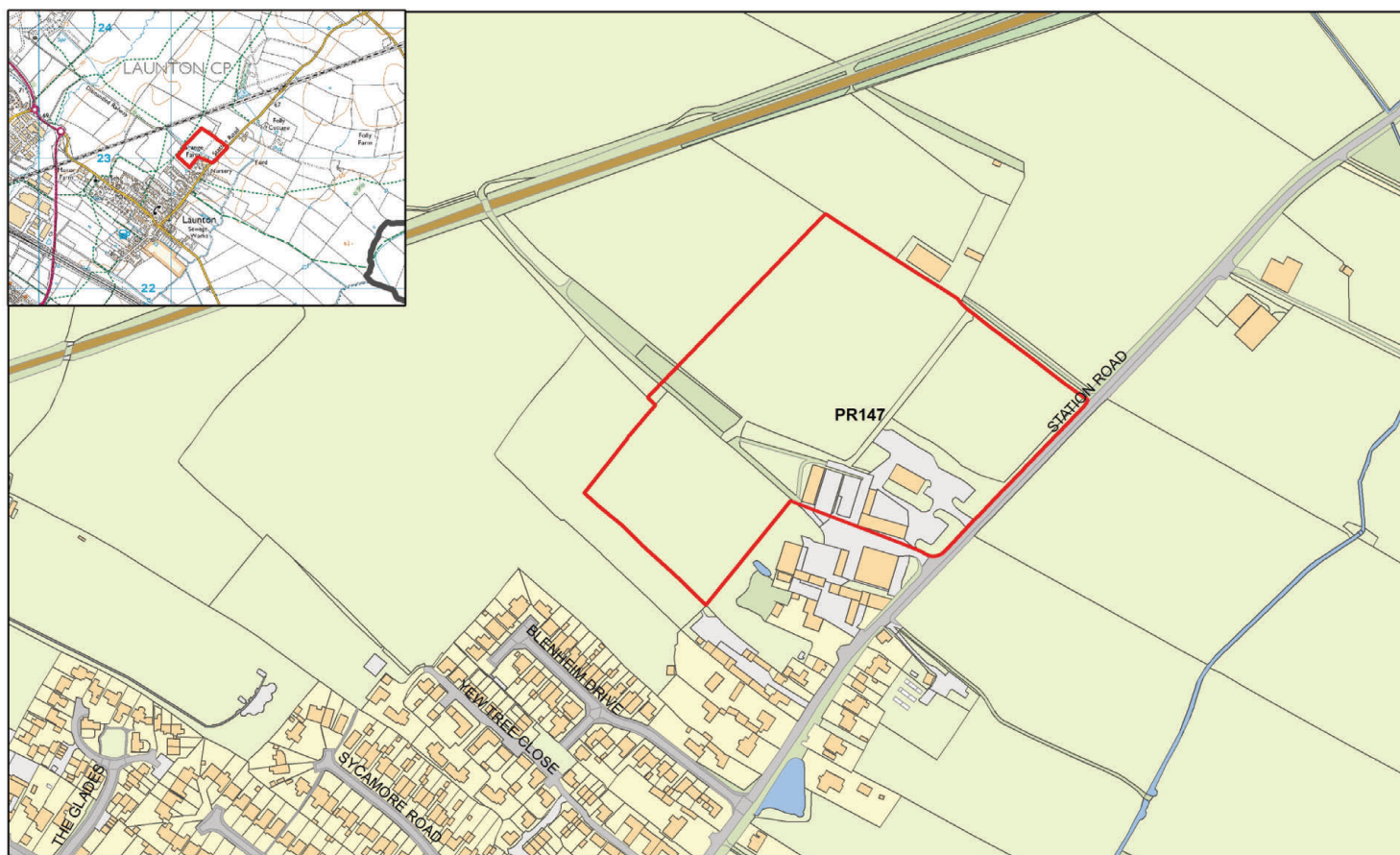


Site PR144 - Bicester

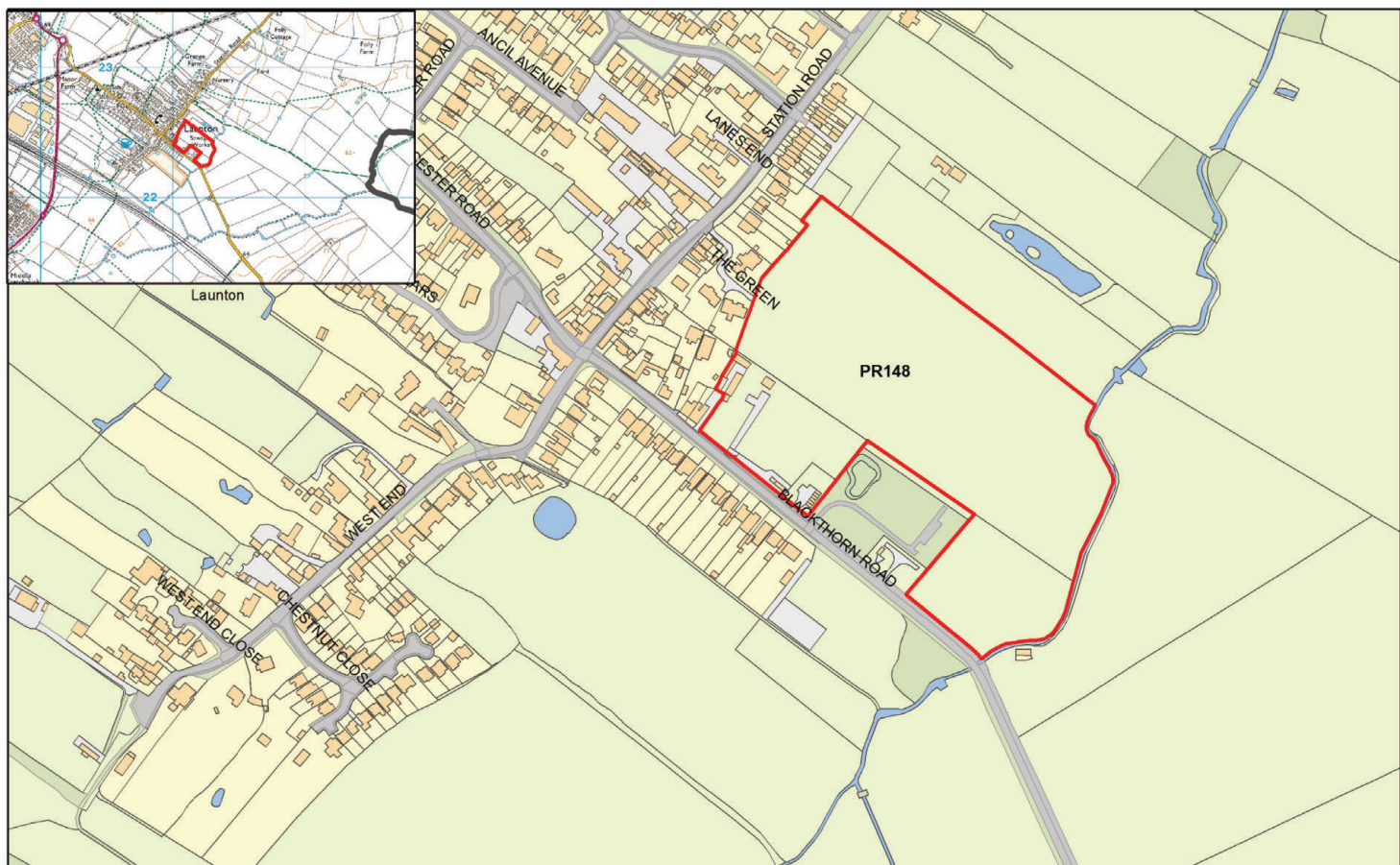




Site PR147 - Launton

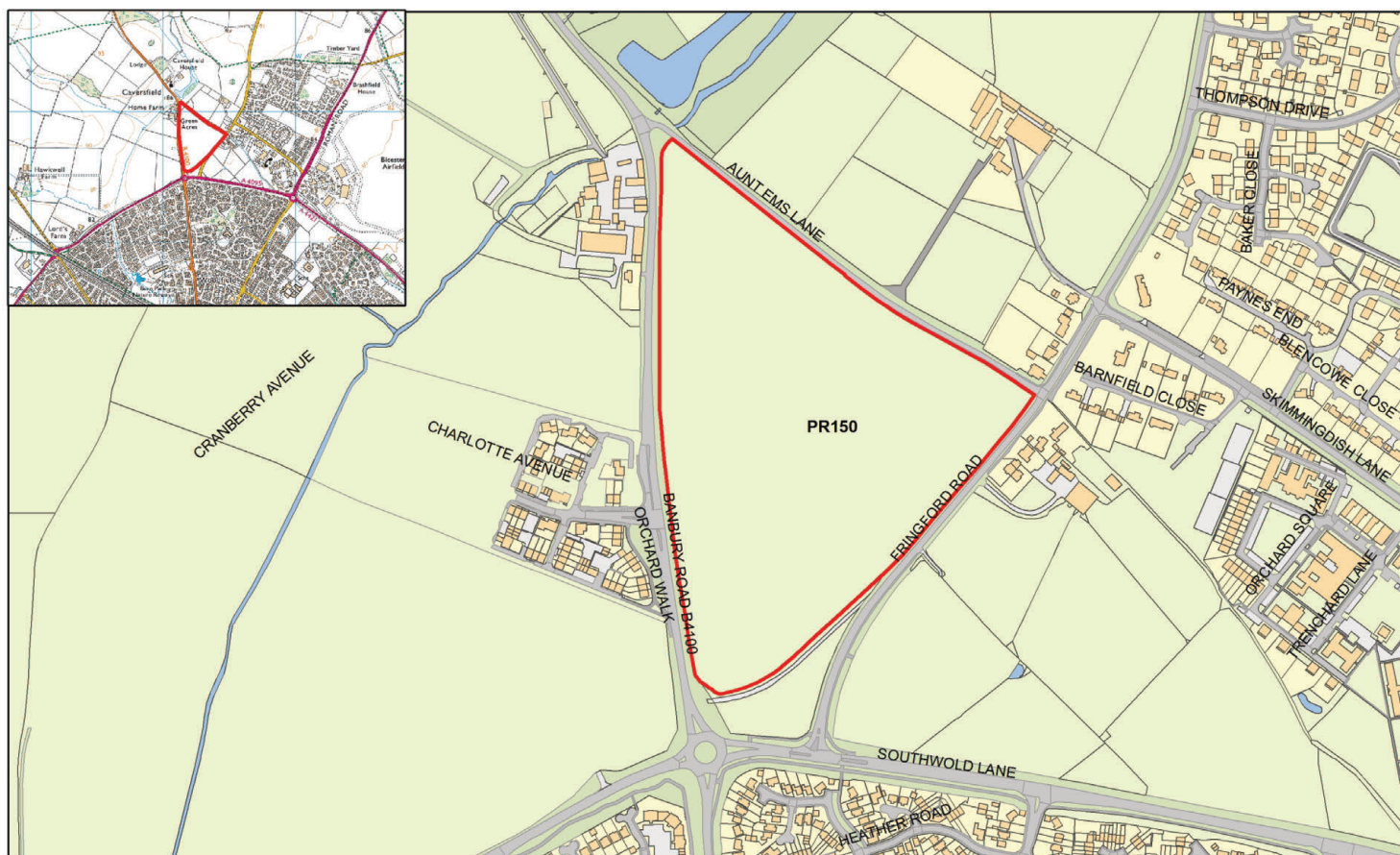


Site PR148 - Launton

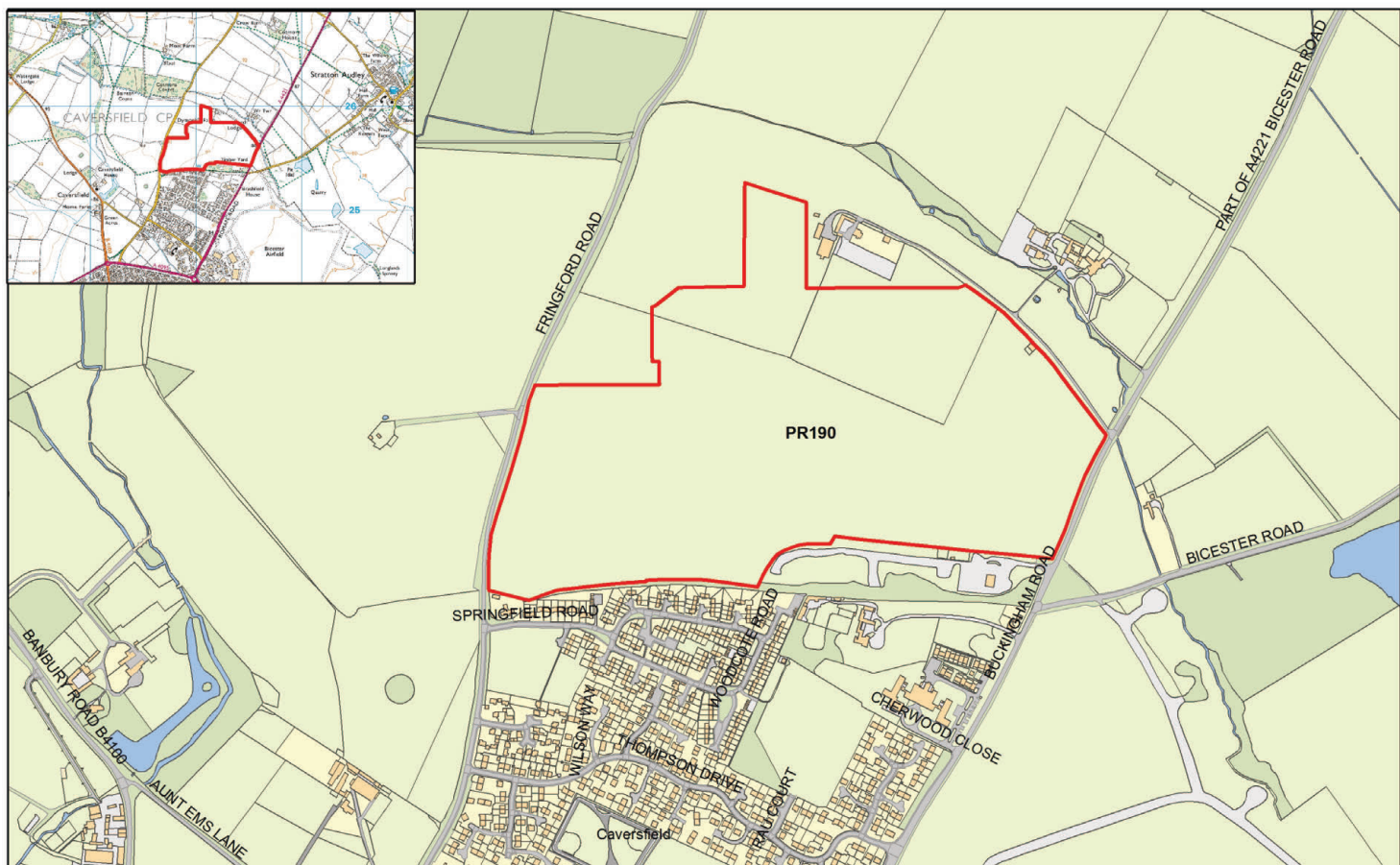




Site PR150 - Bicester

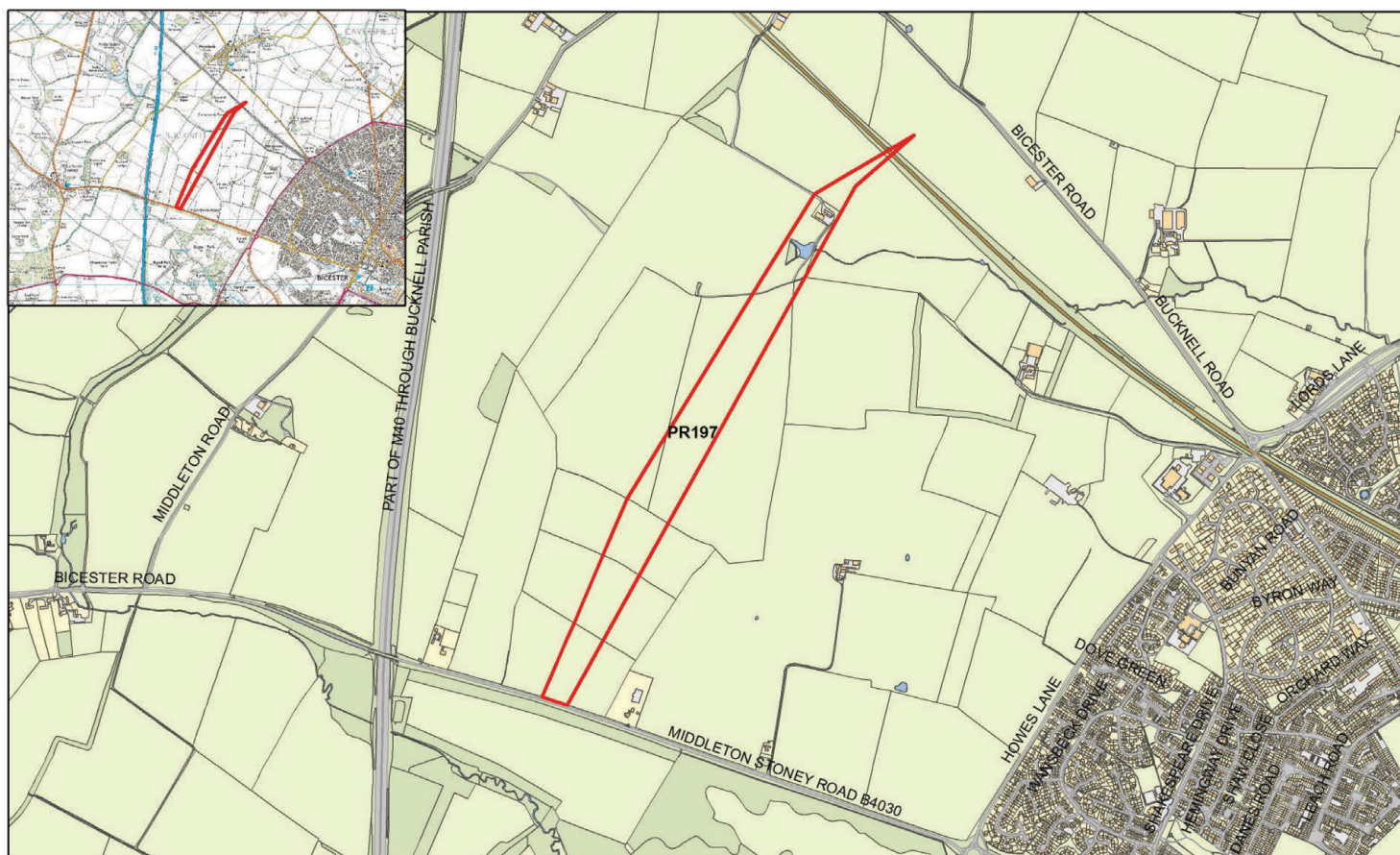


Site PR190 - Caversfield





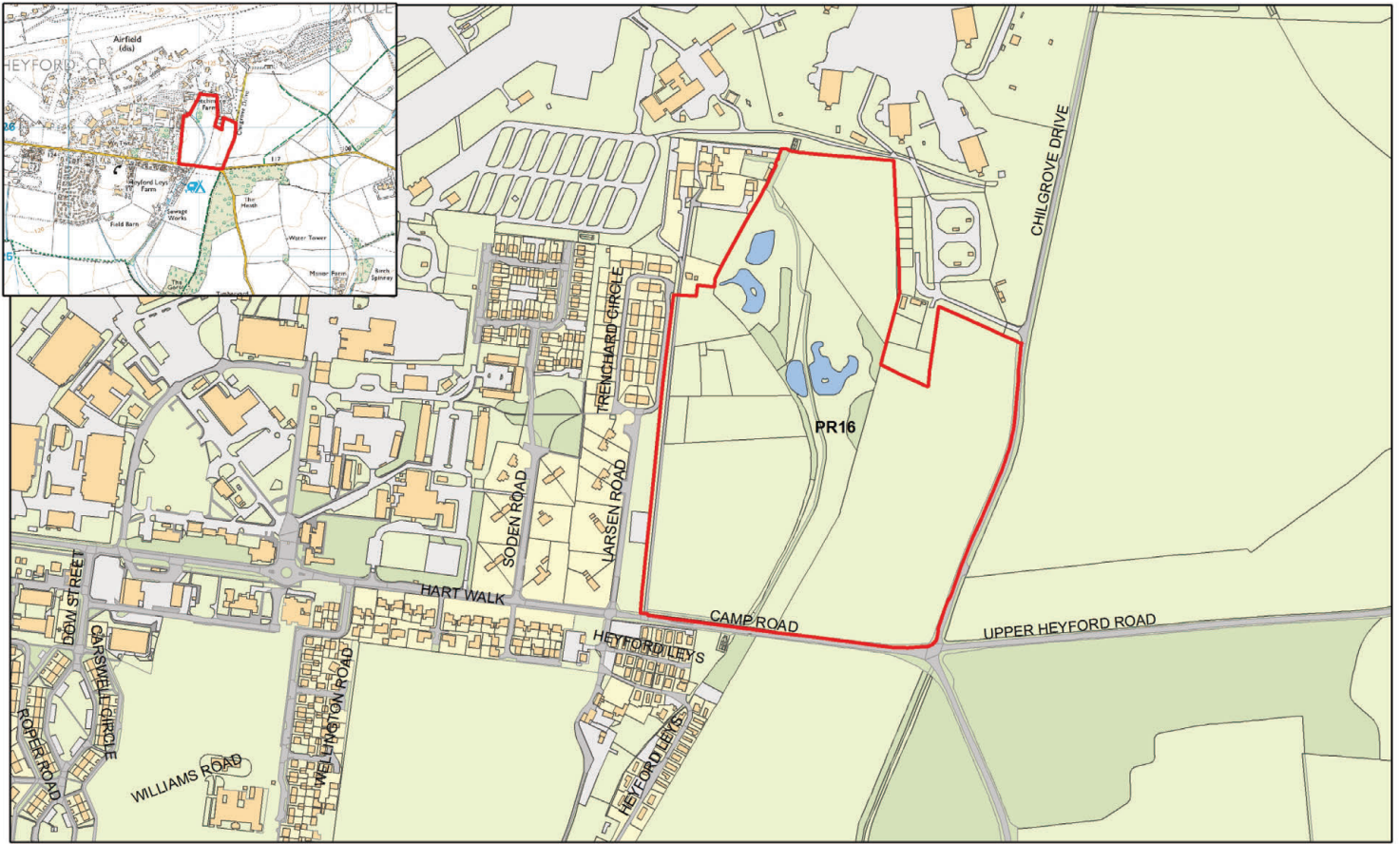
Site PR197 - Bicester



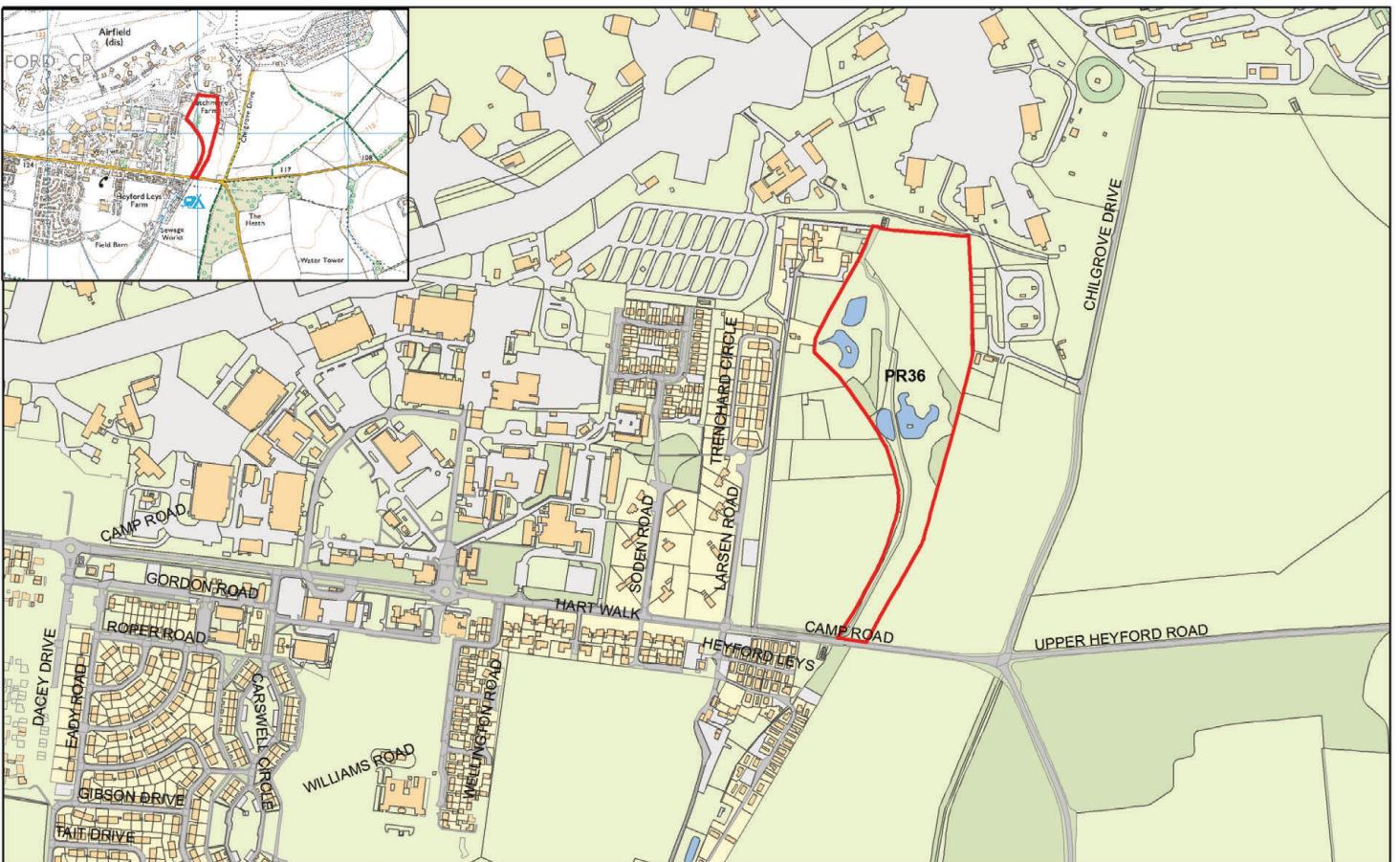
**Appendix I - Location Plans -
Area F - Former RAF Upper
Heyford and Surrounding Area**



Site PR16 - Upper Heyford

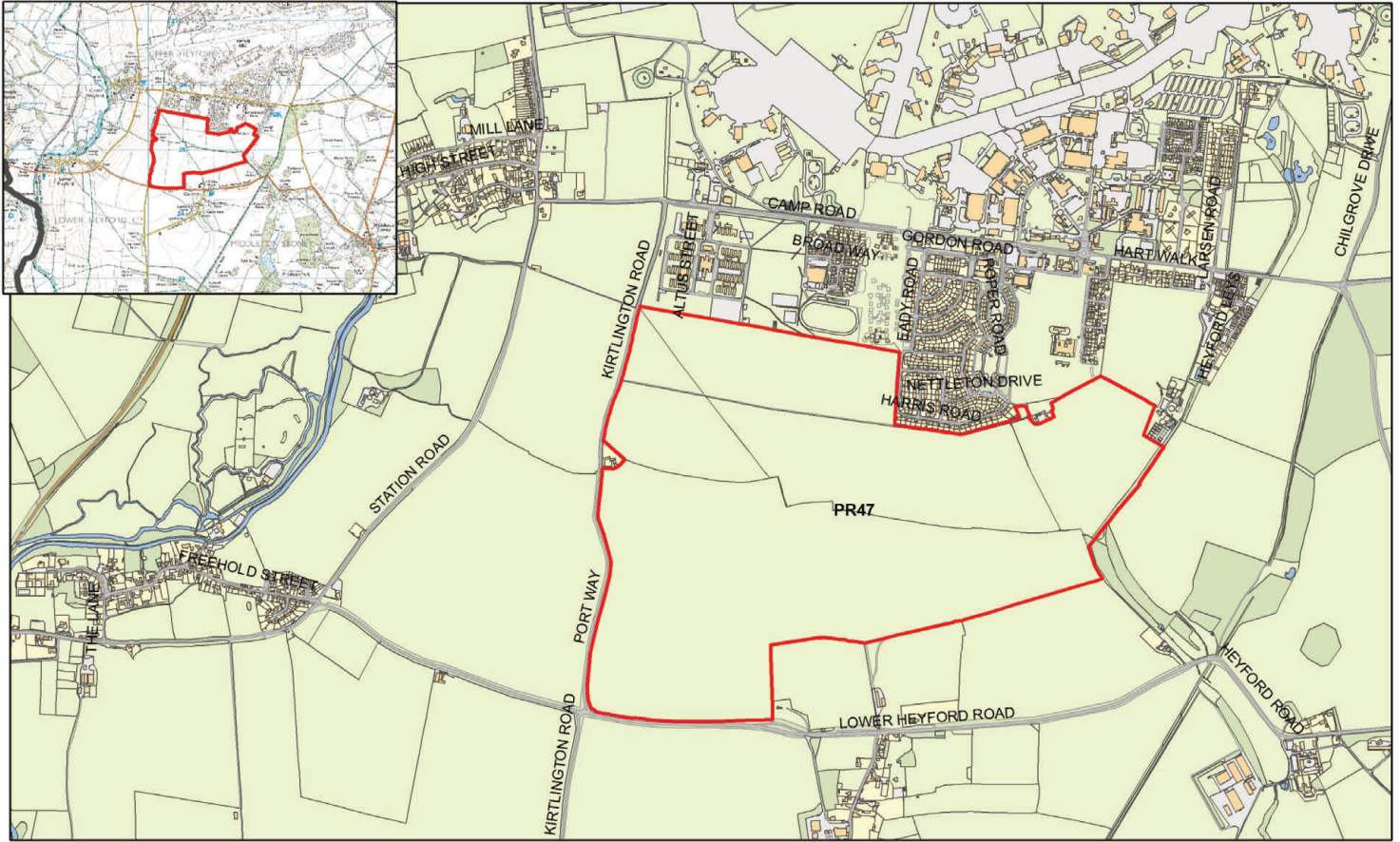


Site PR36 - Upper Heyford

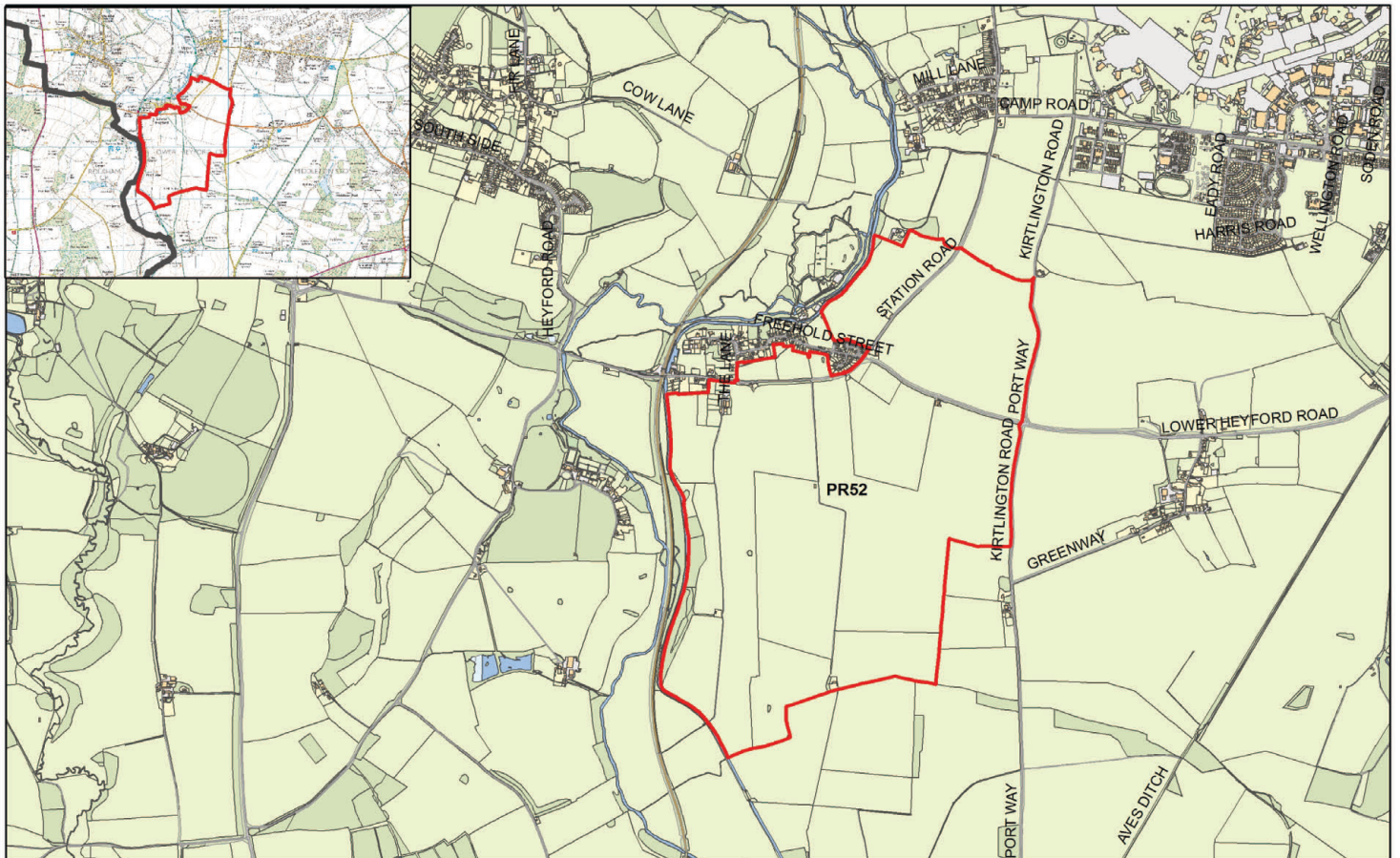




Site PR47 - Upper Heyford



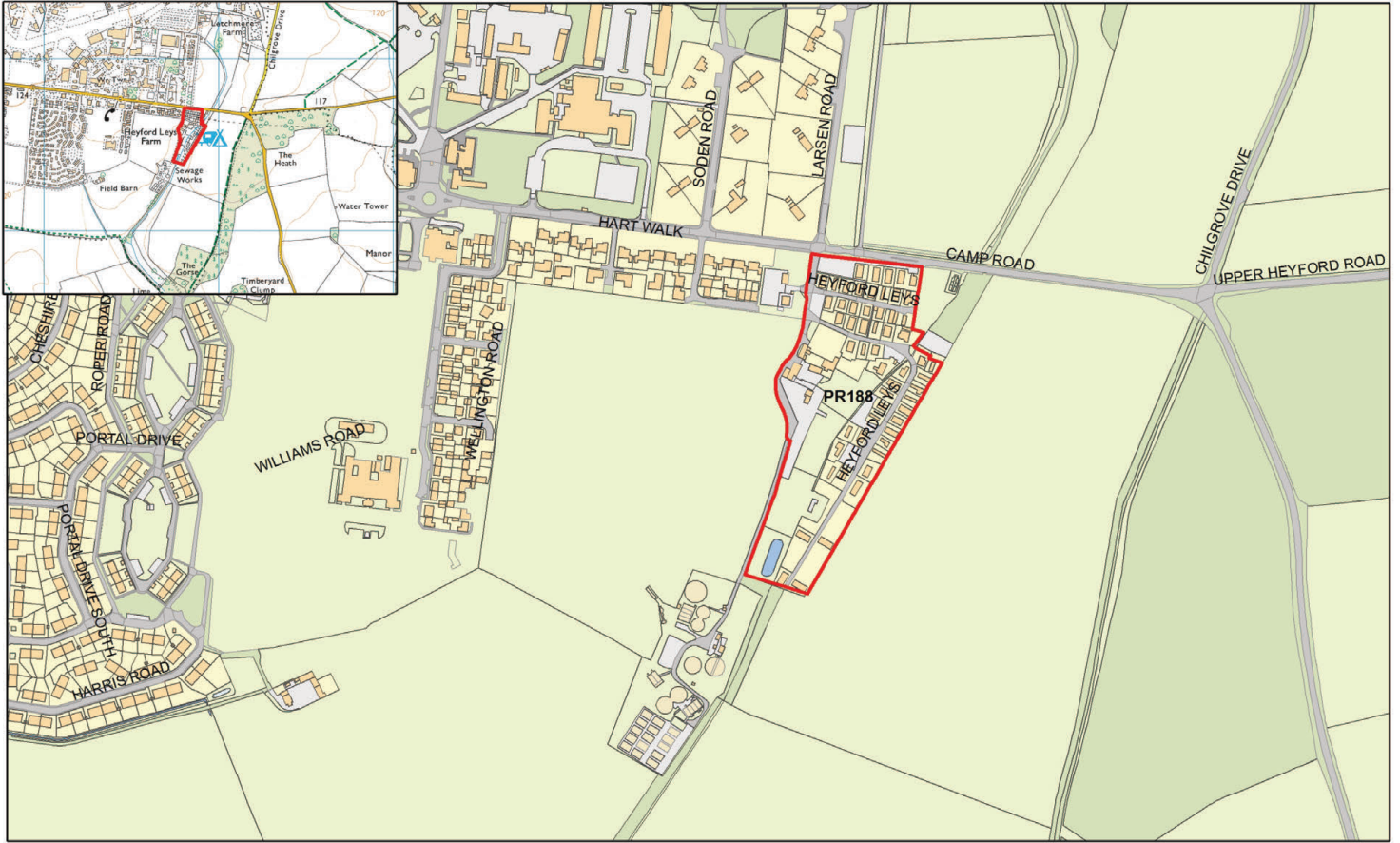
Site PR52 - Lower Heyford



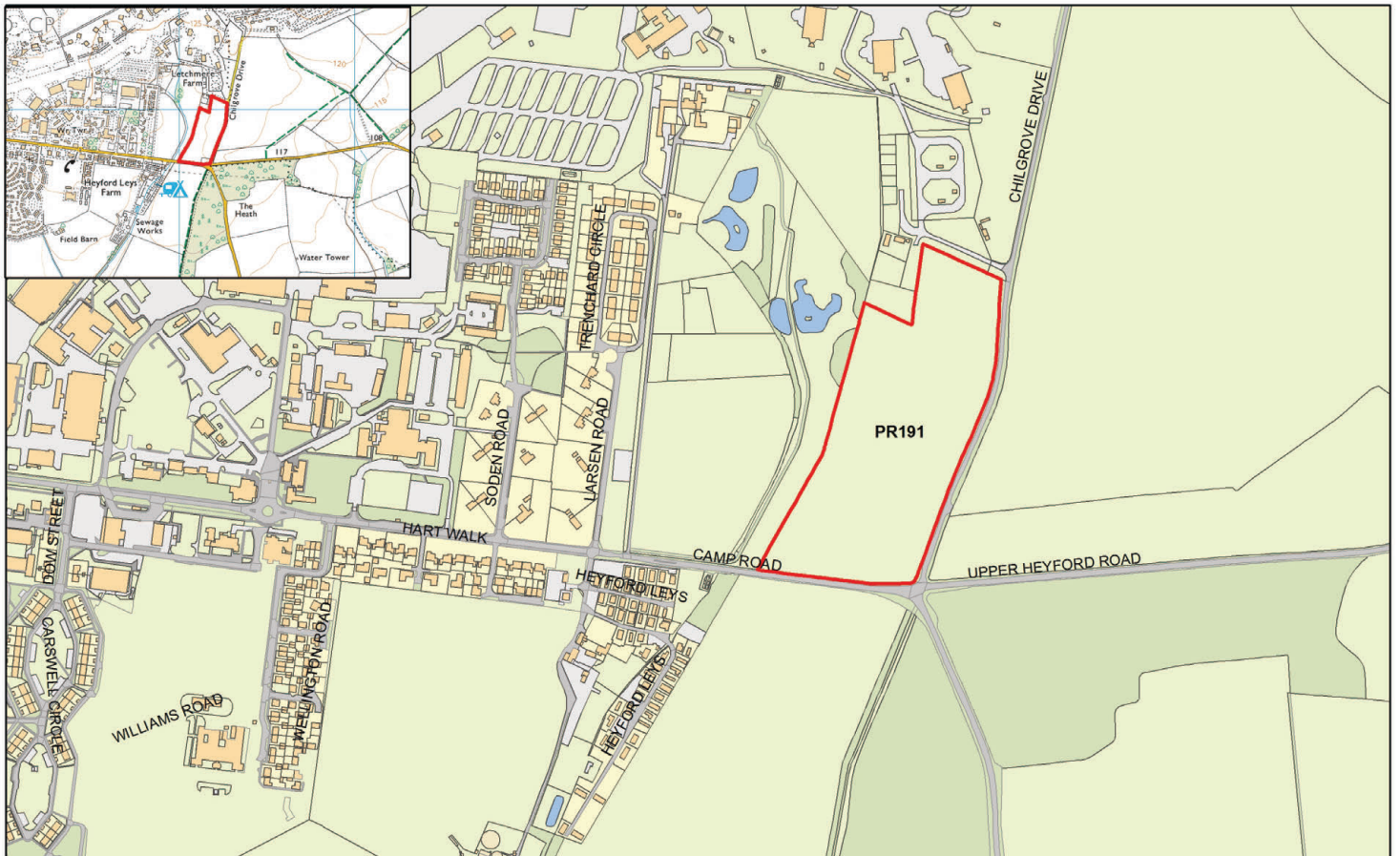
Area F - Former RAF Upper Heyford and Surrounding Area



Site PR188 - Upper Heyford



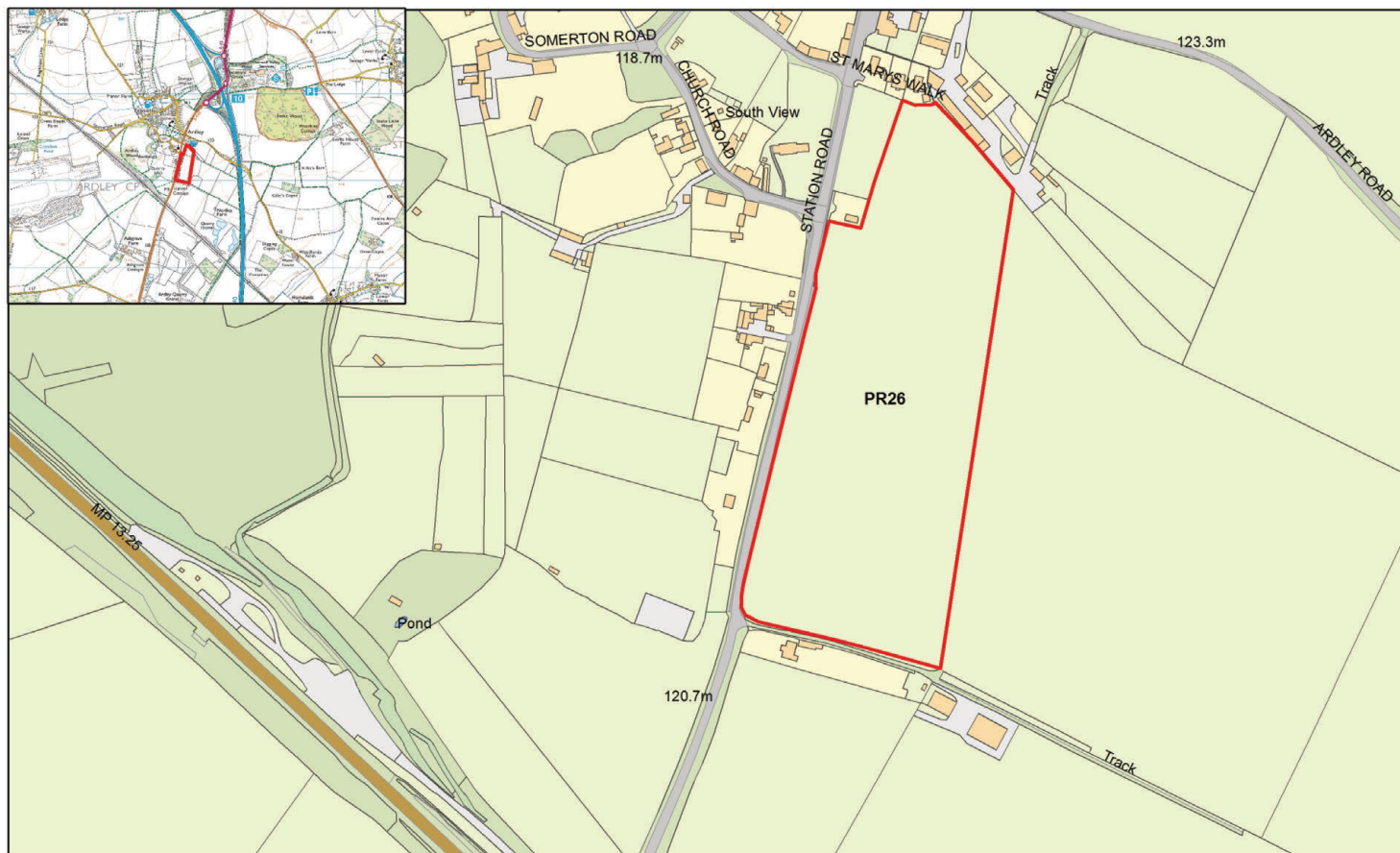
Site PR191 - Upper Heyford



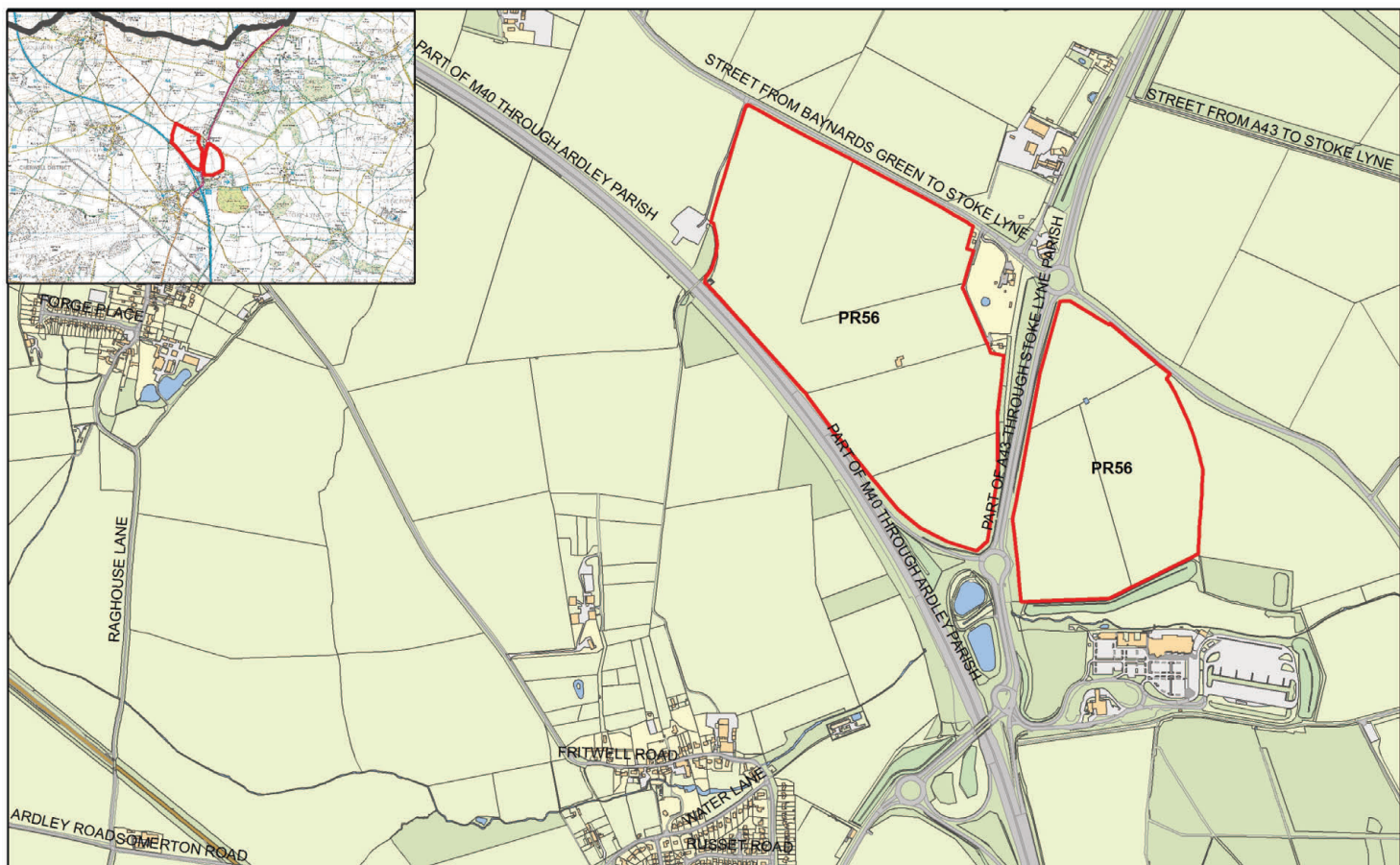
**Appendix I - Location Plans -
Area G - Junction 10, M40**



Site PR26 - Ardley

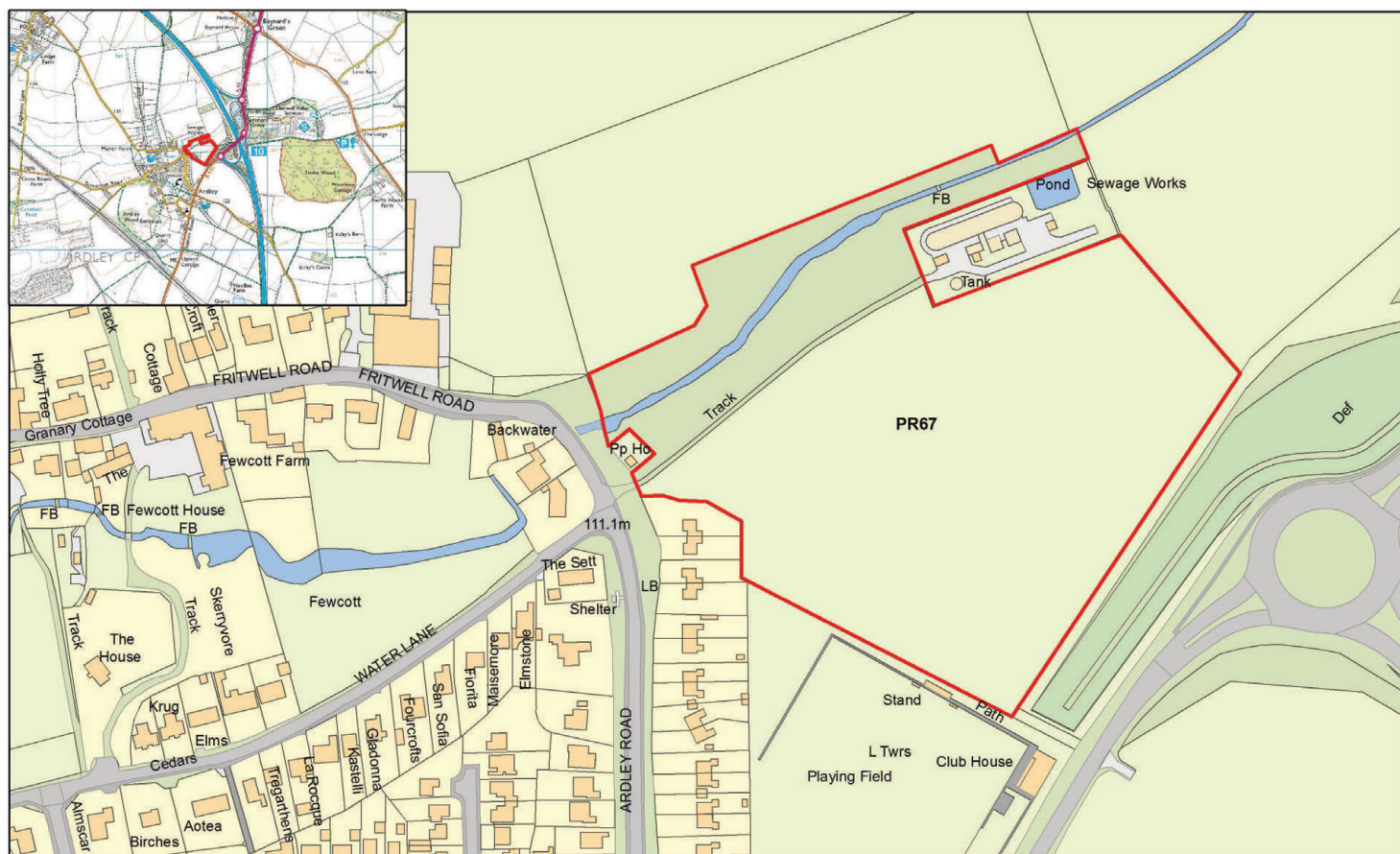


Site PR56 - Ardley





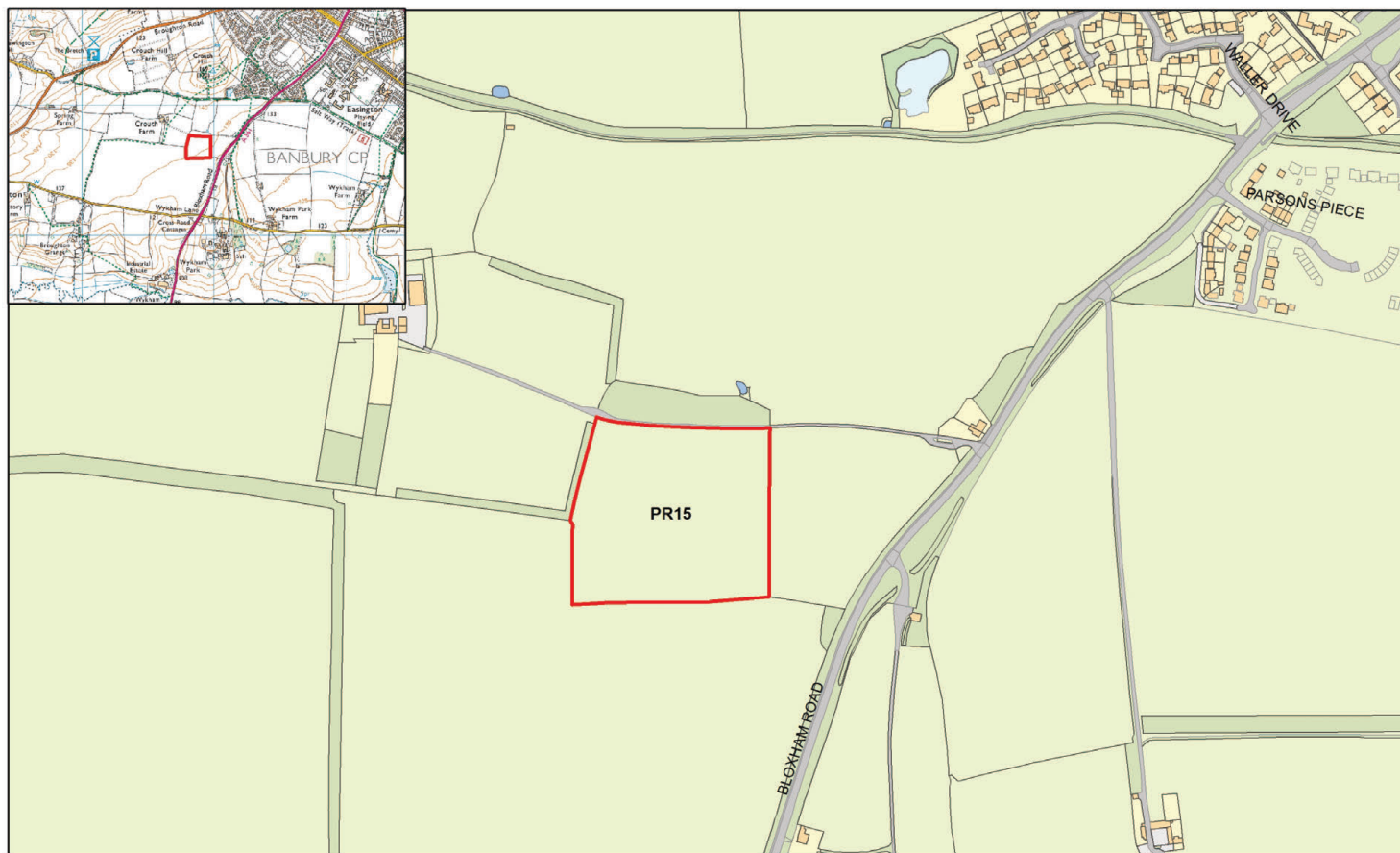
Site PR67 - Ardley



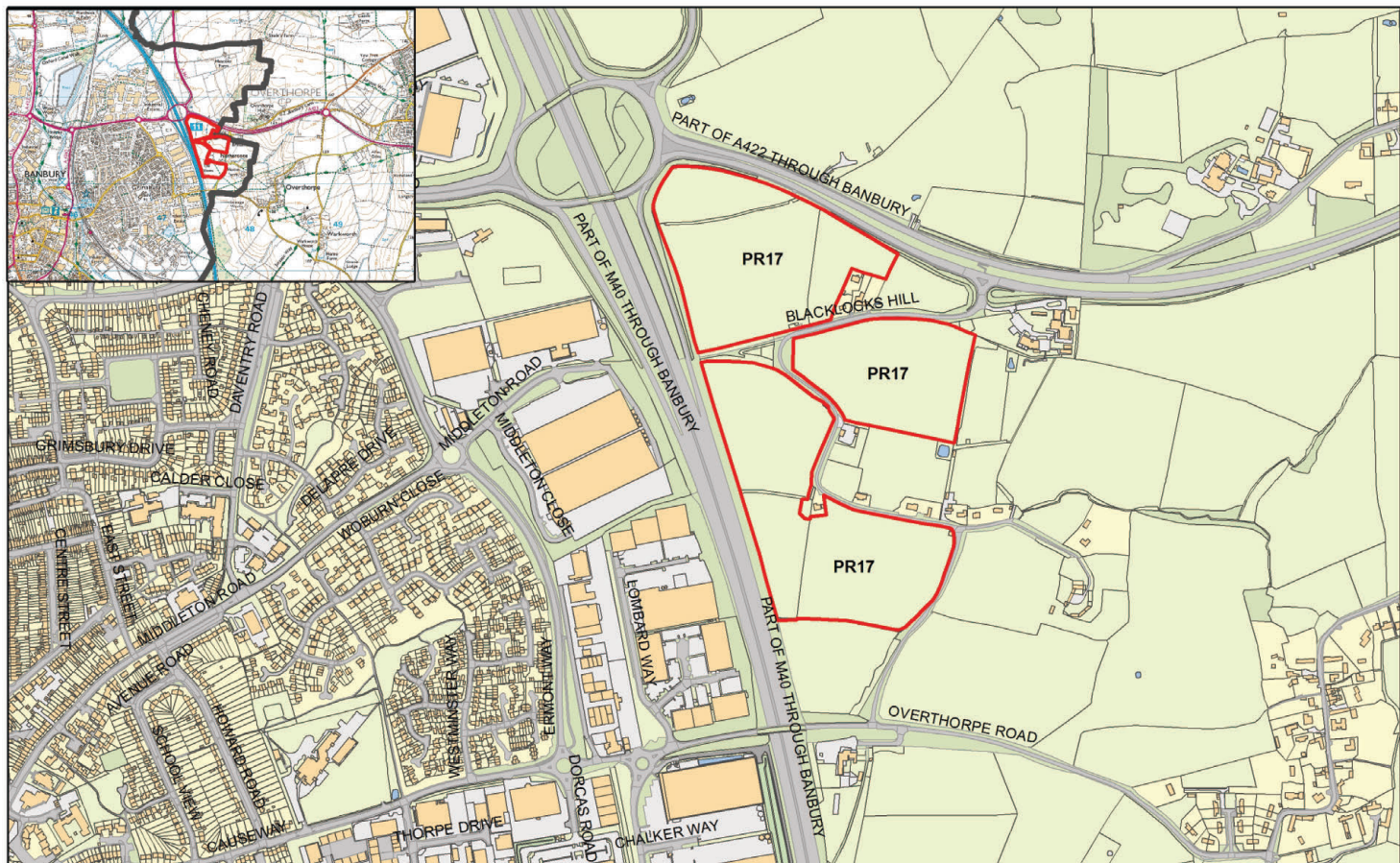
**Appendix I - Location Plans -
Area H - Banbury and
Surrounding area**



Site PR15 - Banbury

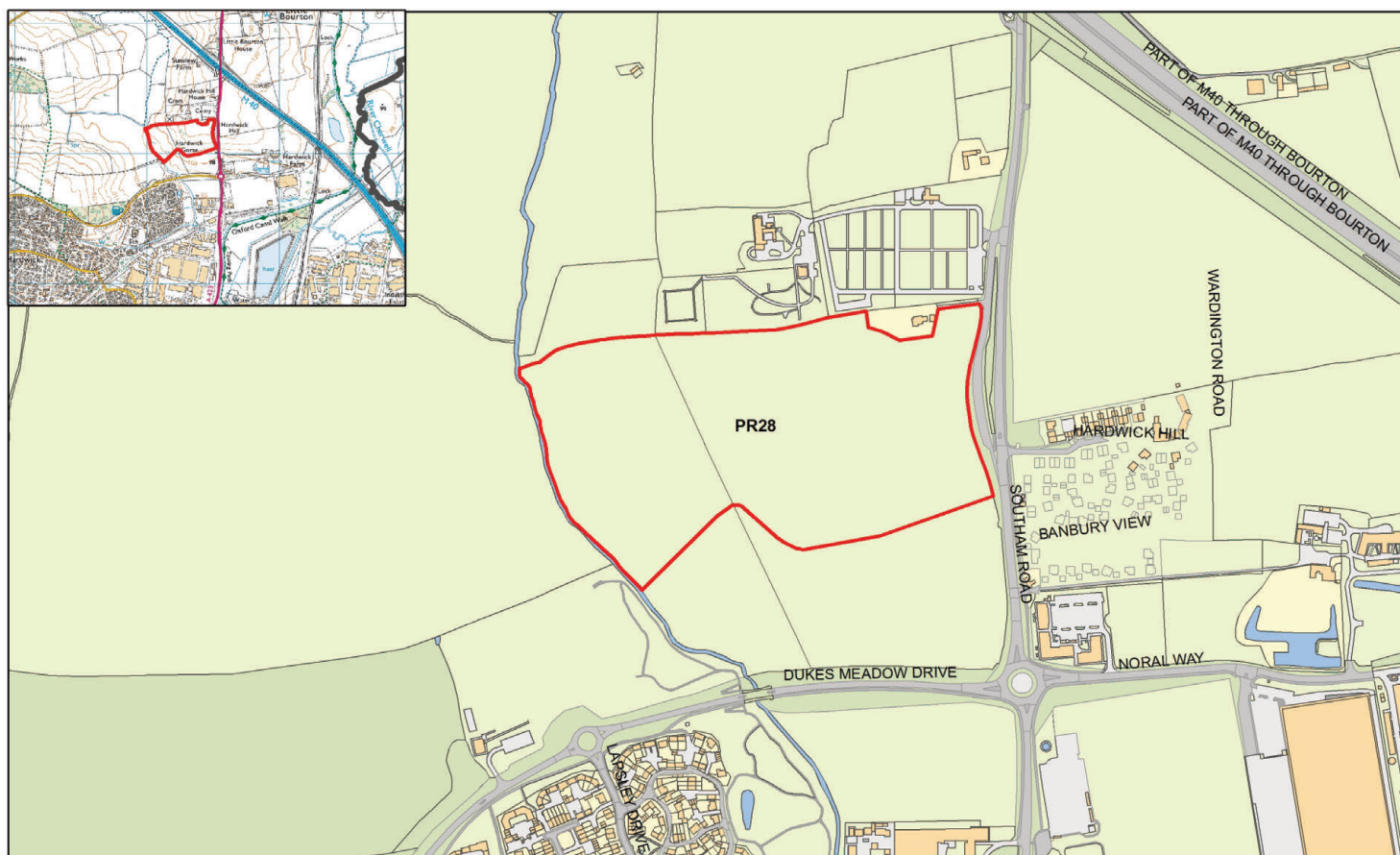


Site PR17 - Banbury

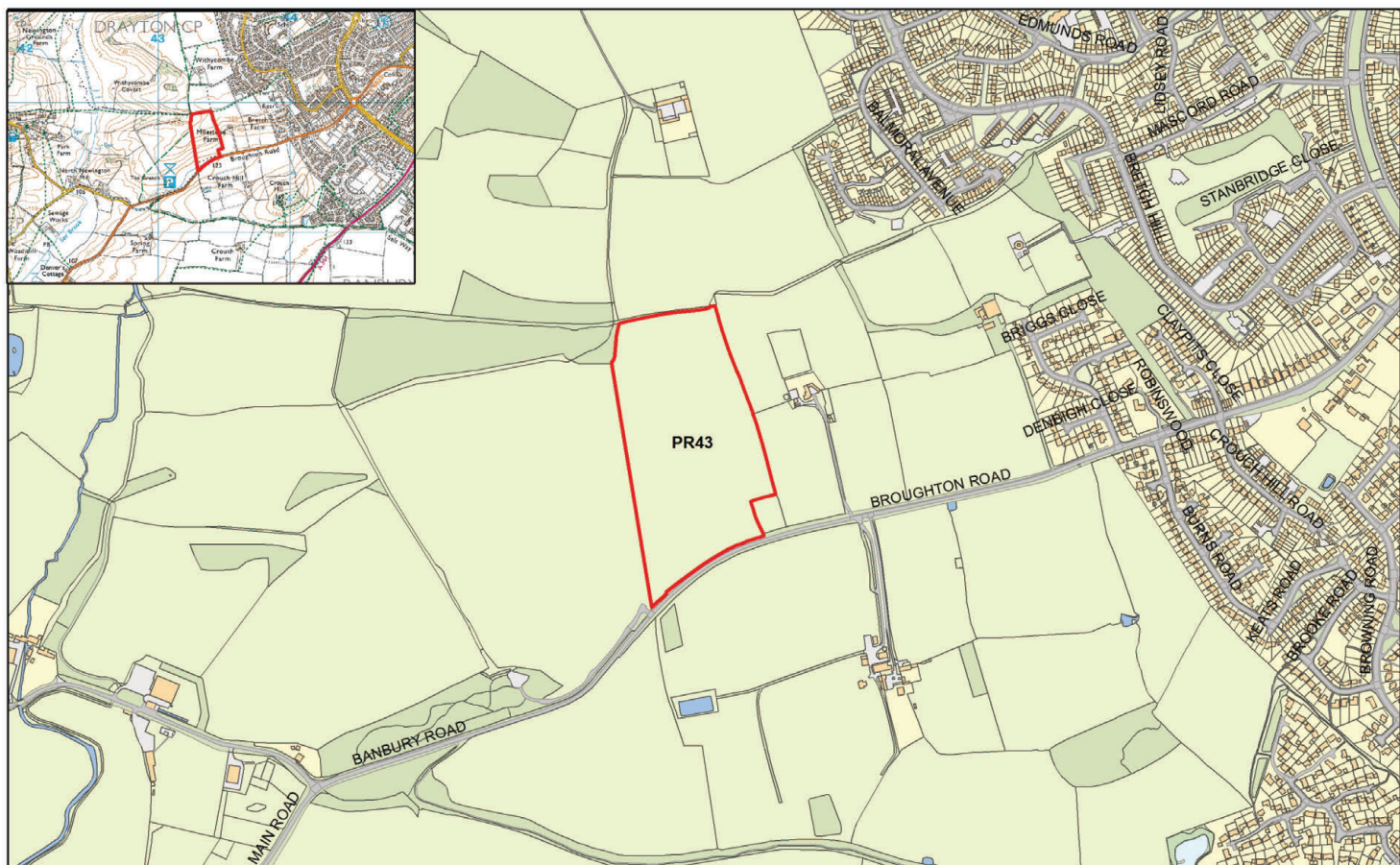




Site PR28 - Banbury

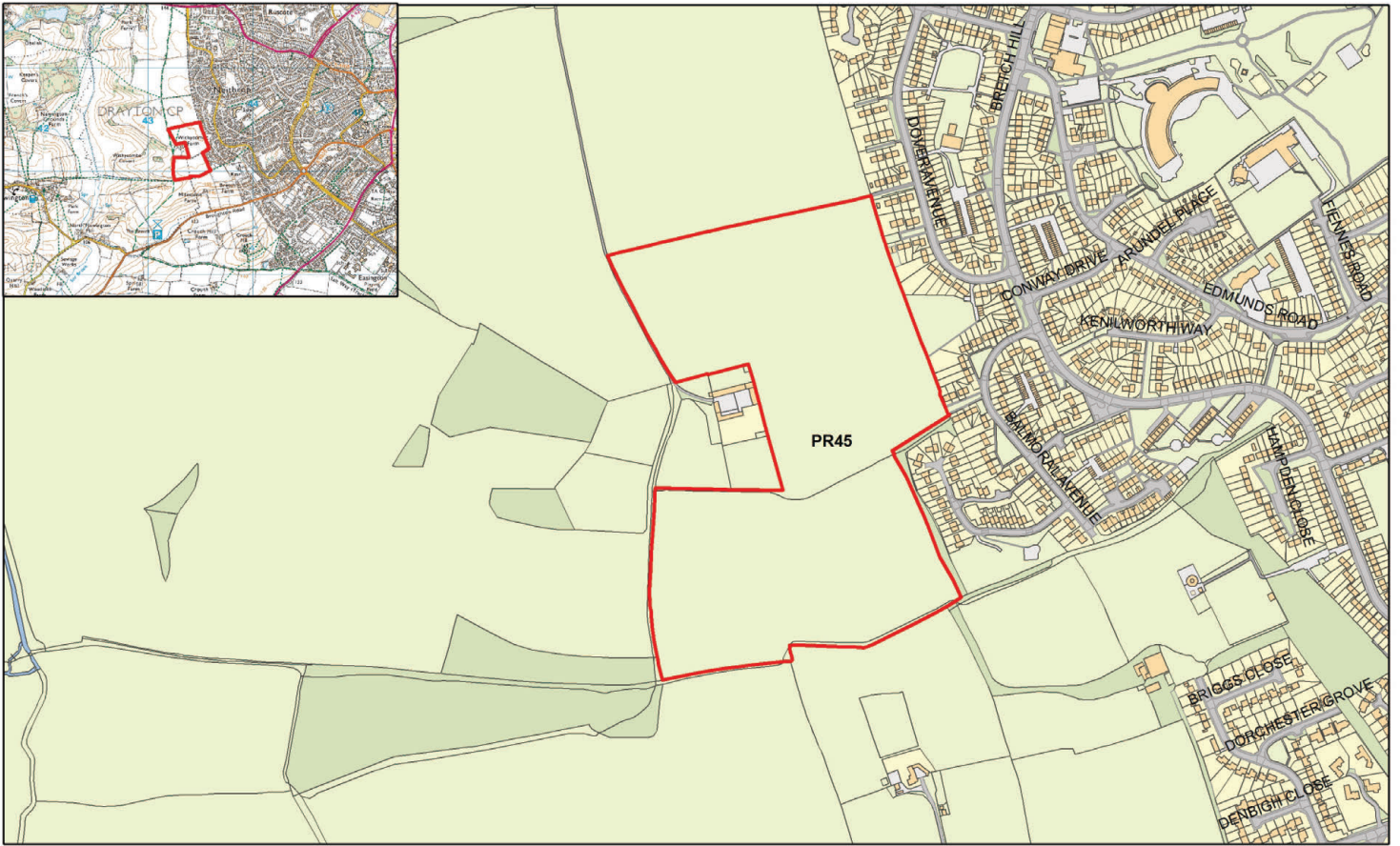


Site PR43 - Banbury

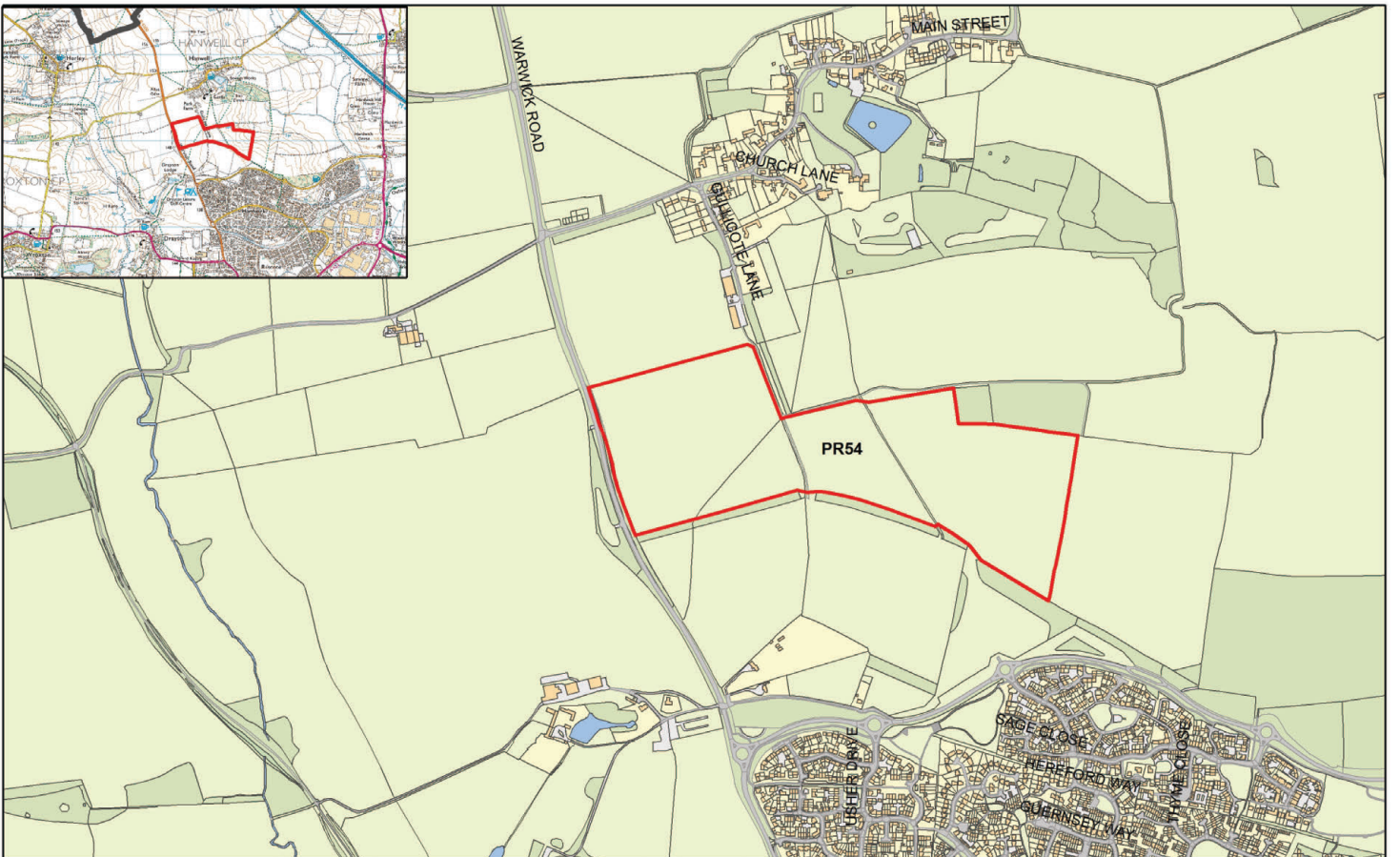




Site PR45 - Banbury

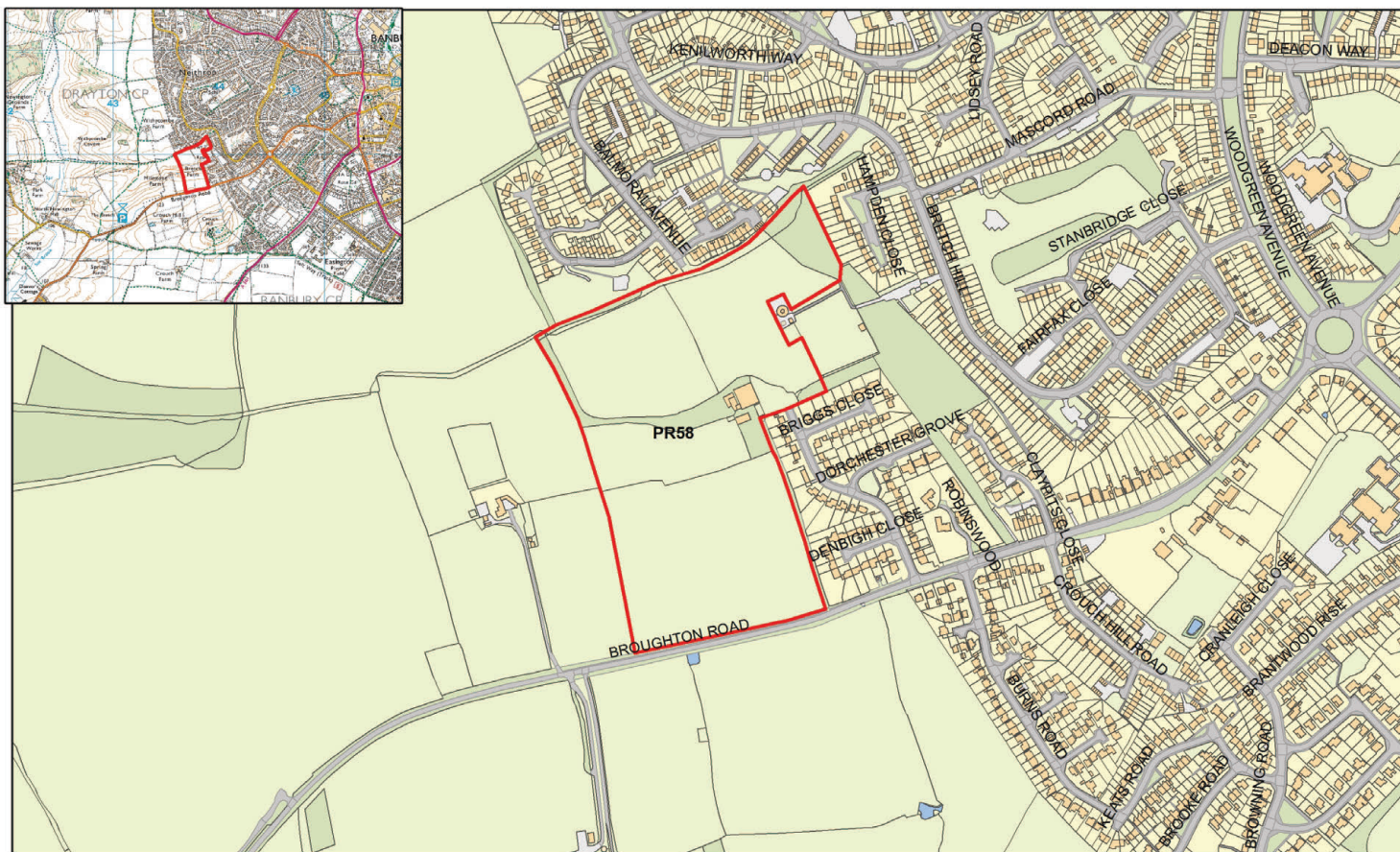


Site PR54 - Banbury

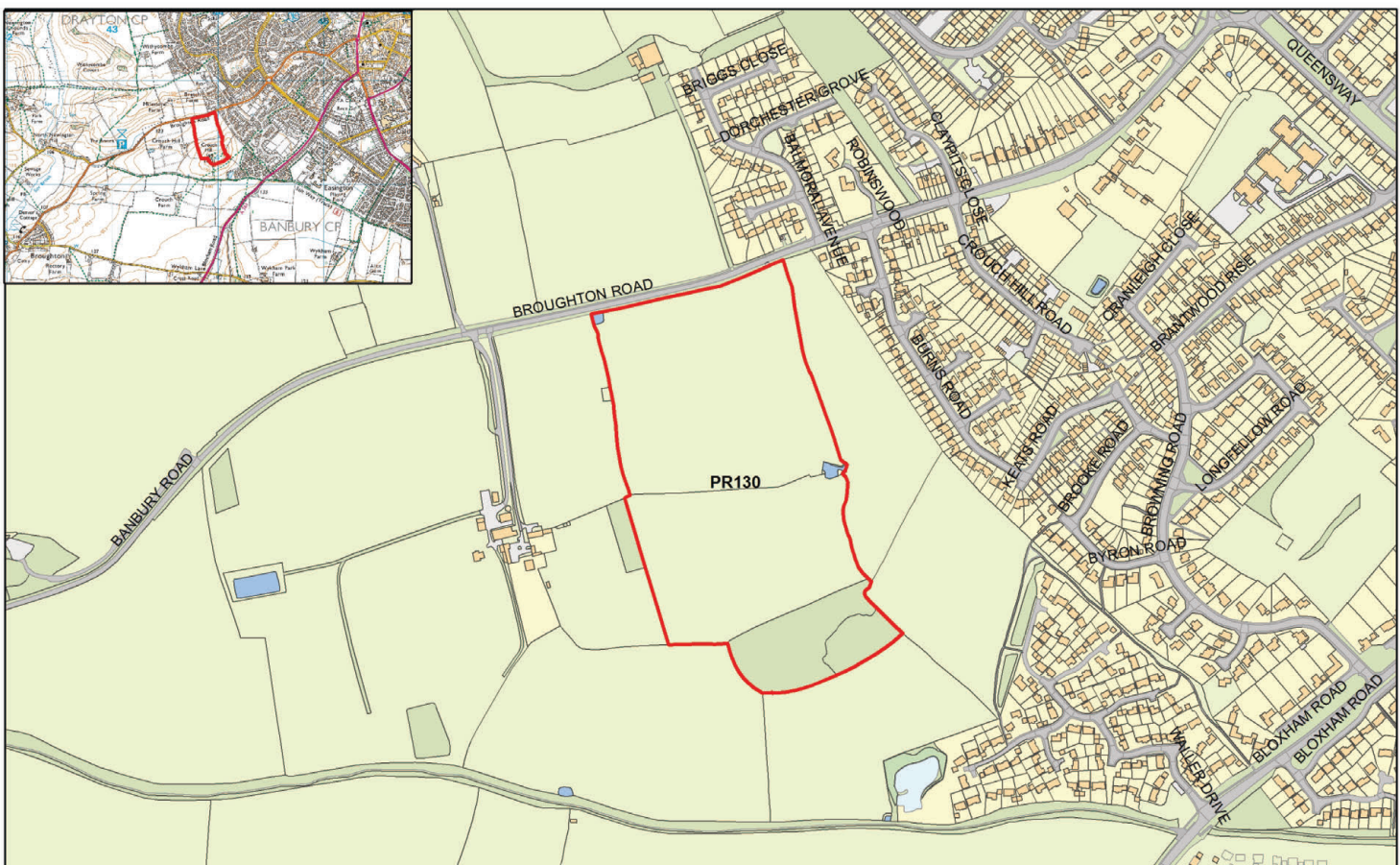




Site PR58 - Banbury

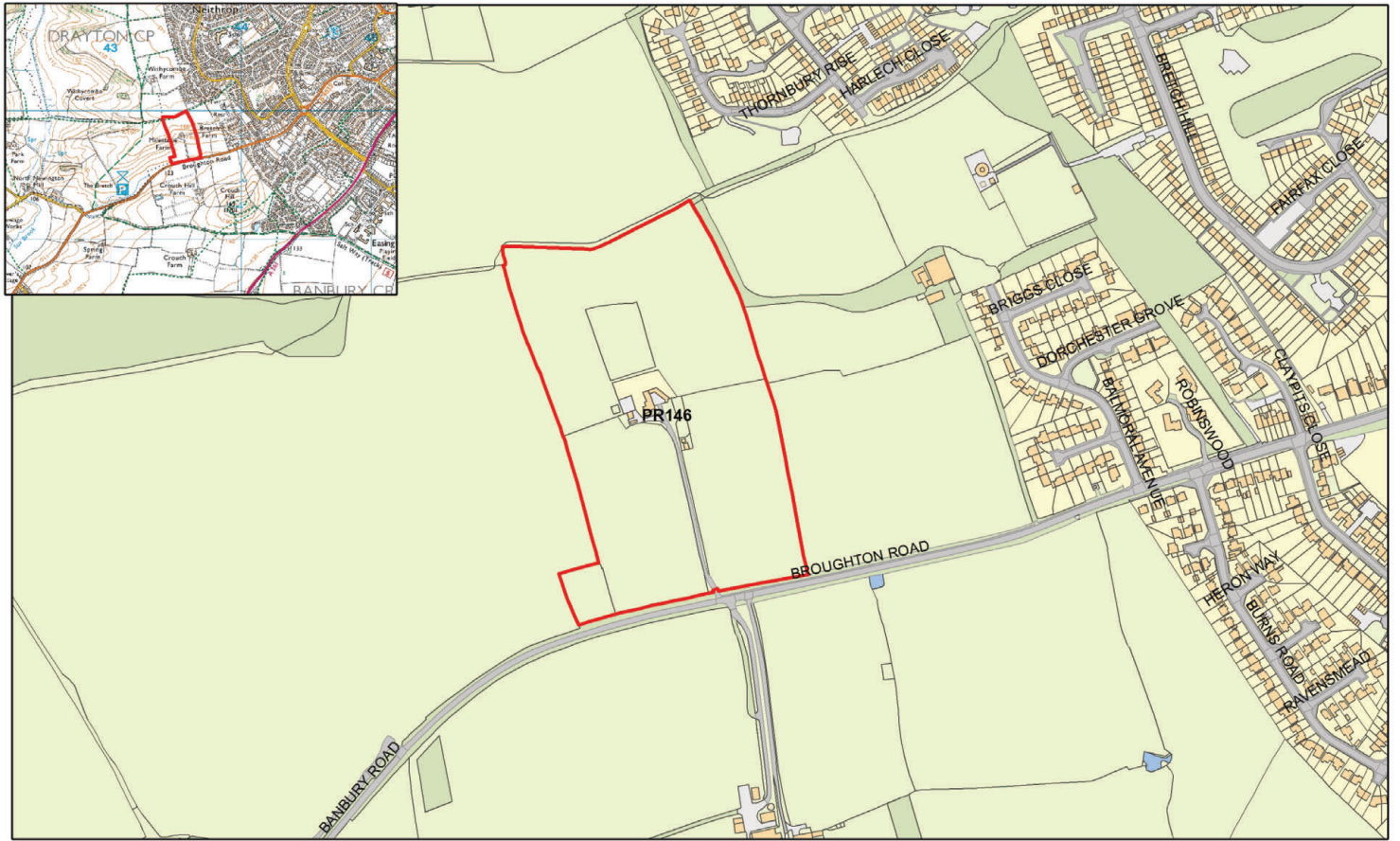


Site PR130 - Banbury

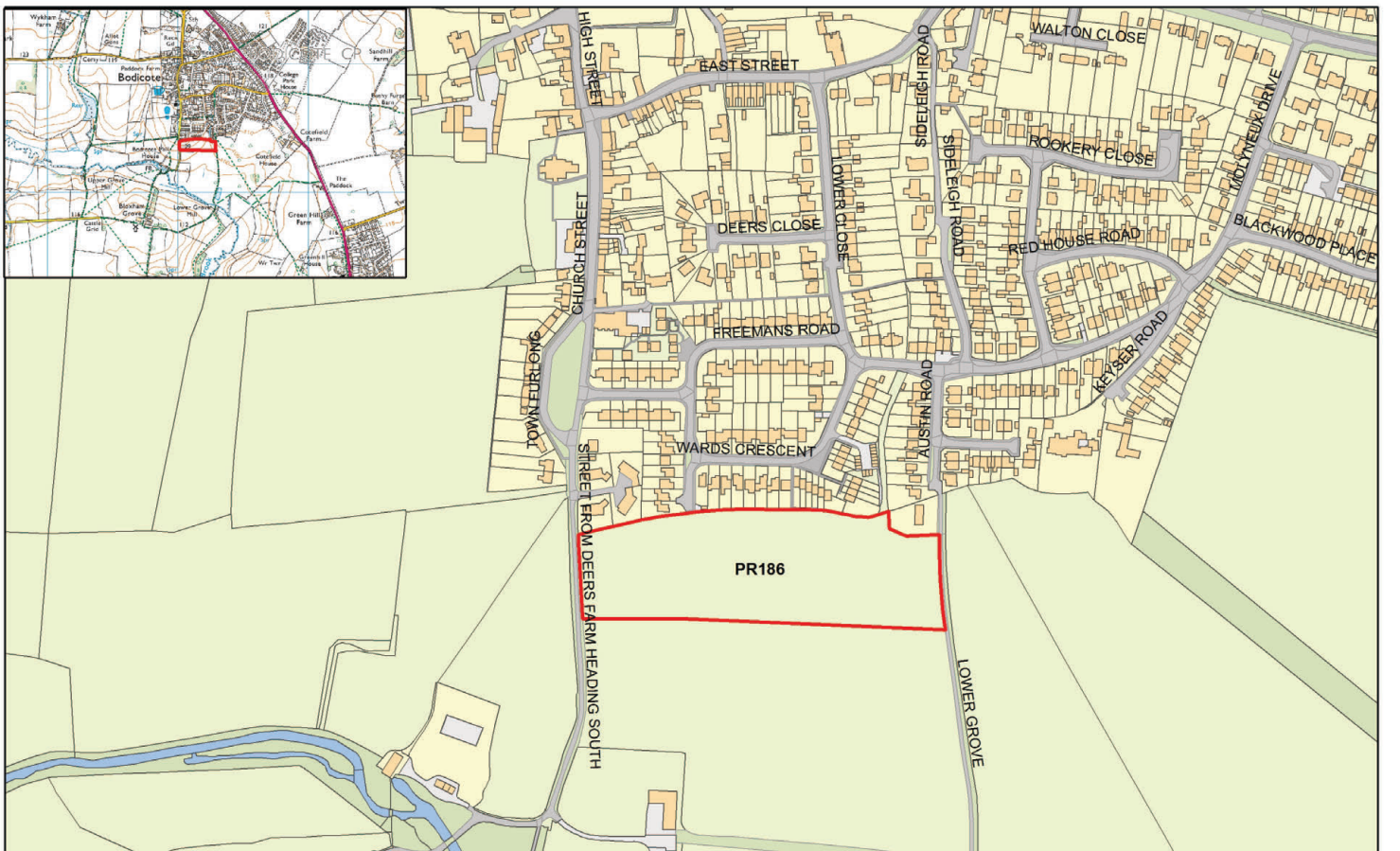




Site PR146 - Banbury

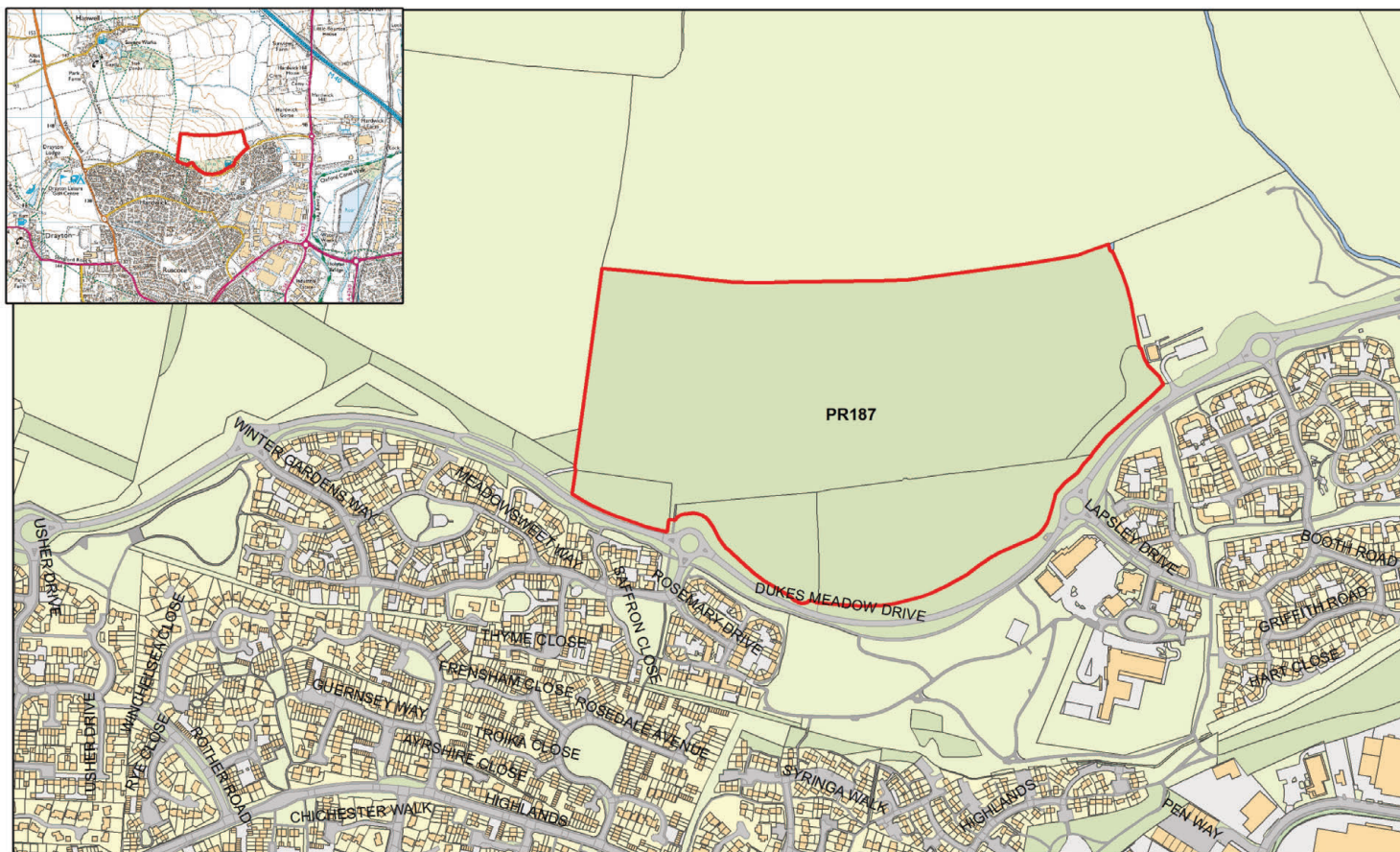


Site PR186 - Bodicote

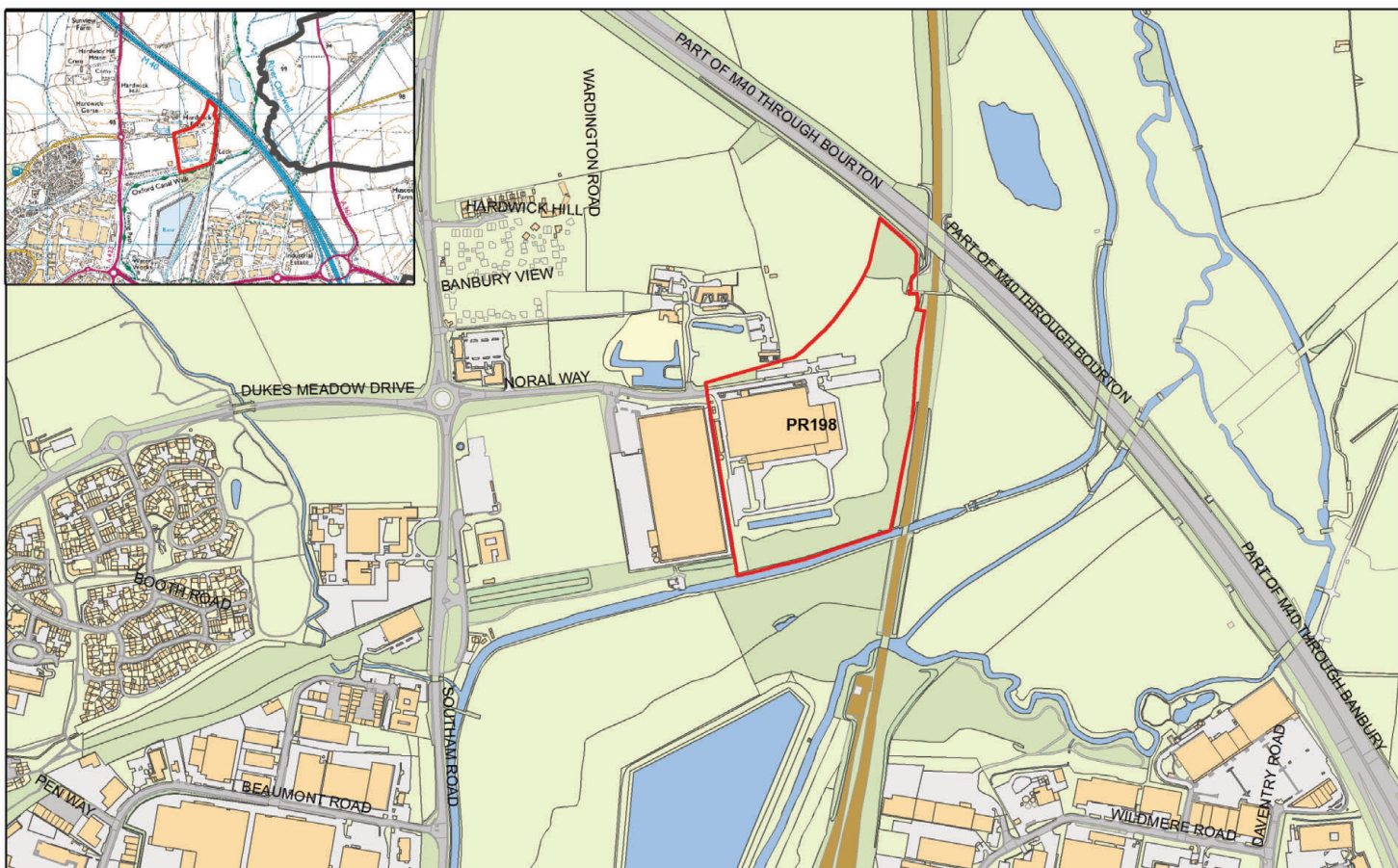




Site PR187 - Banbury

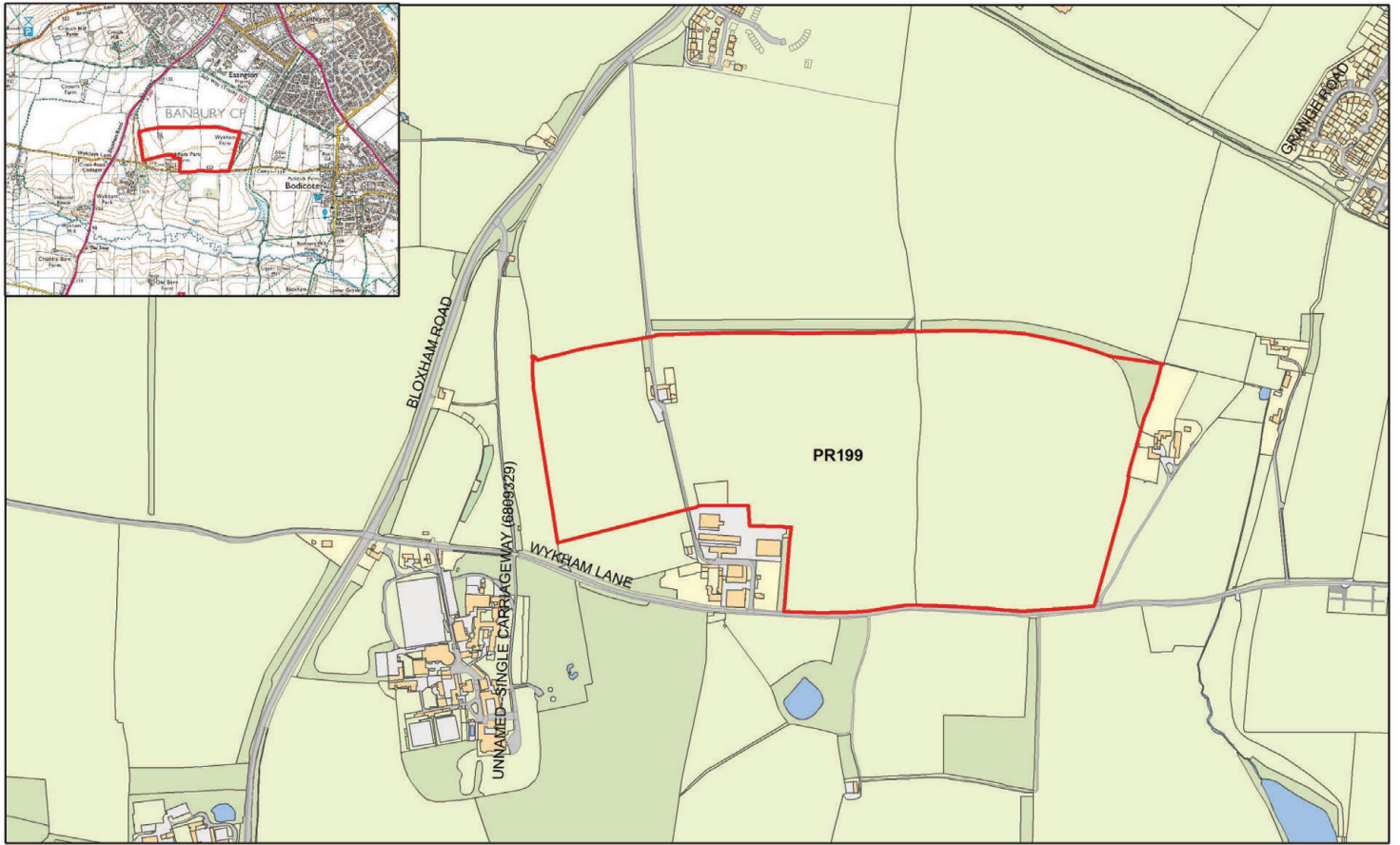


Site PR198 - Banbury





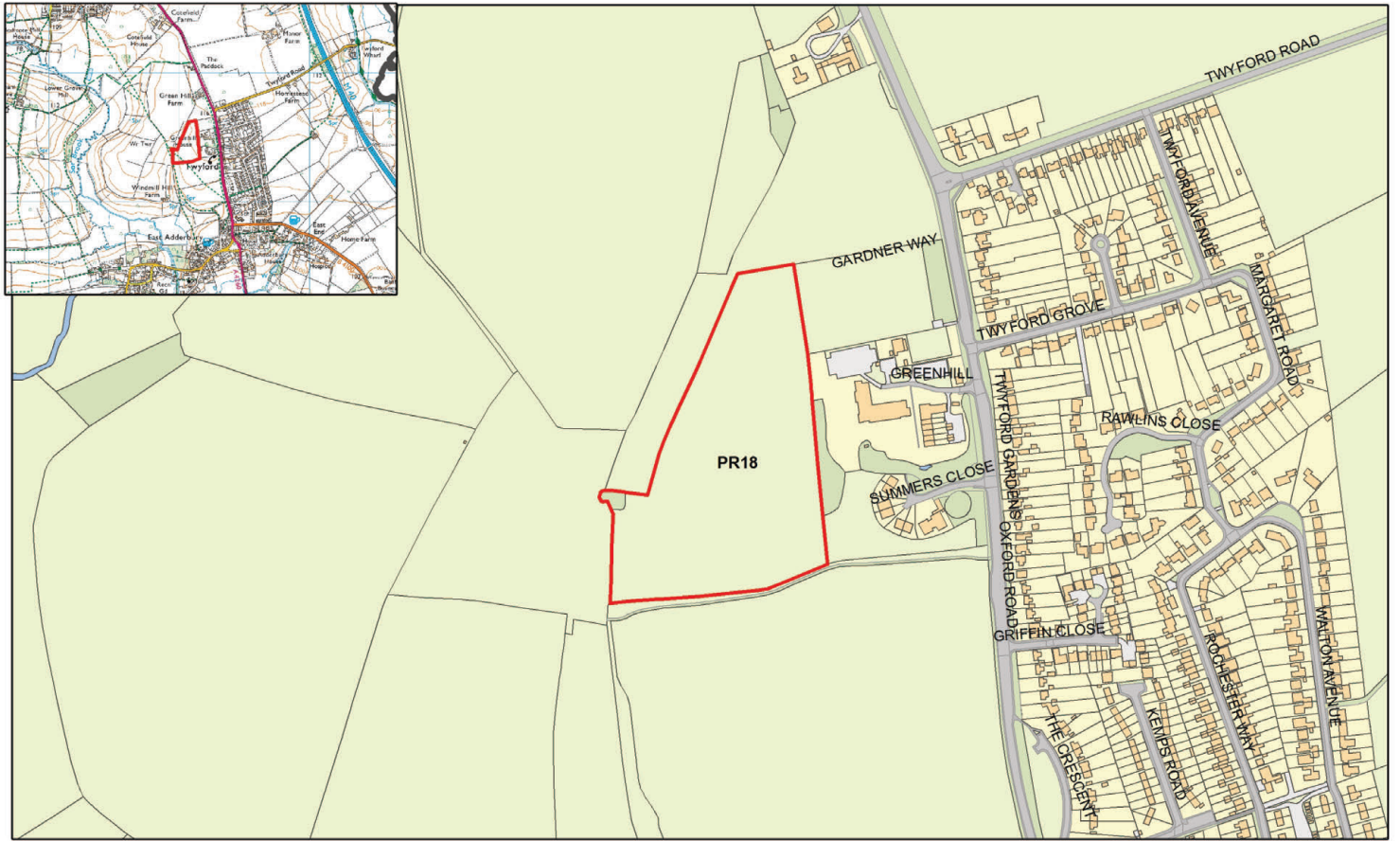
Site PR199 - Banbury



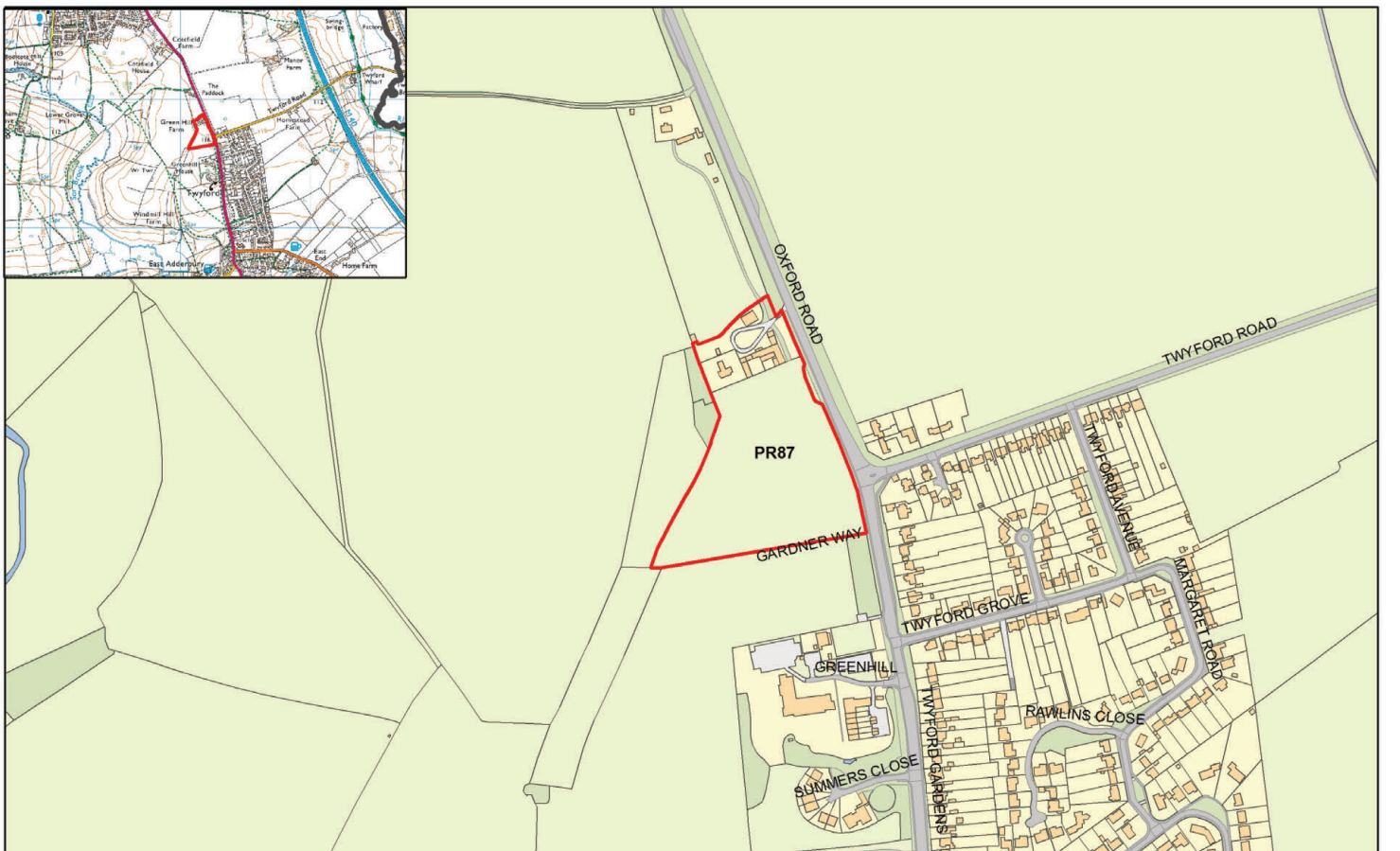
**Appendix I - Location Plans -
Area I - Remainder of
District/Rural Dispersal**



Site PR18 - Adderbury

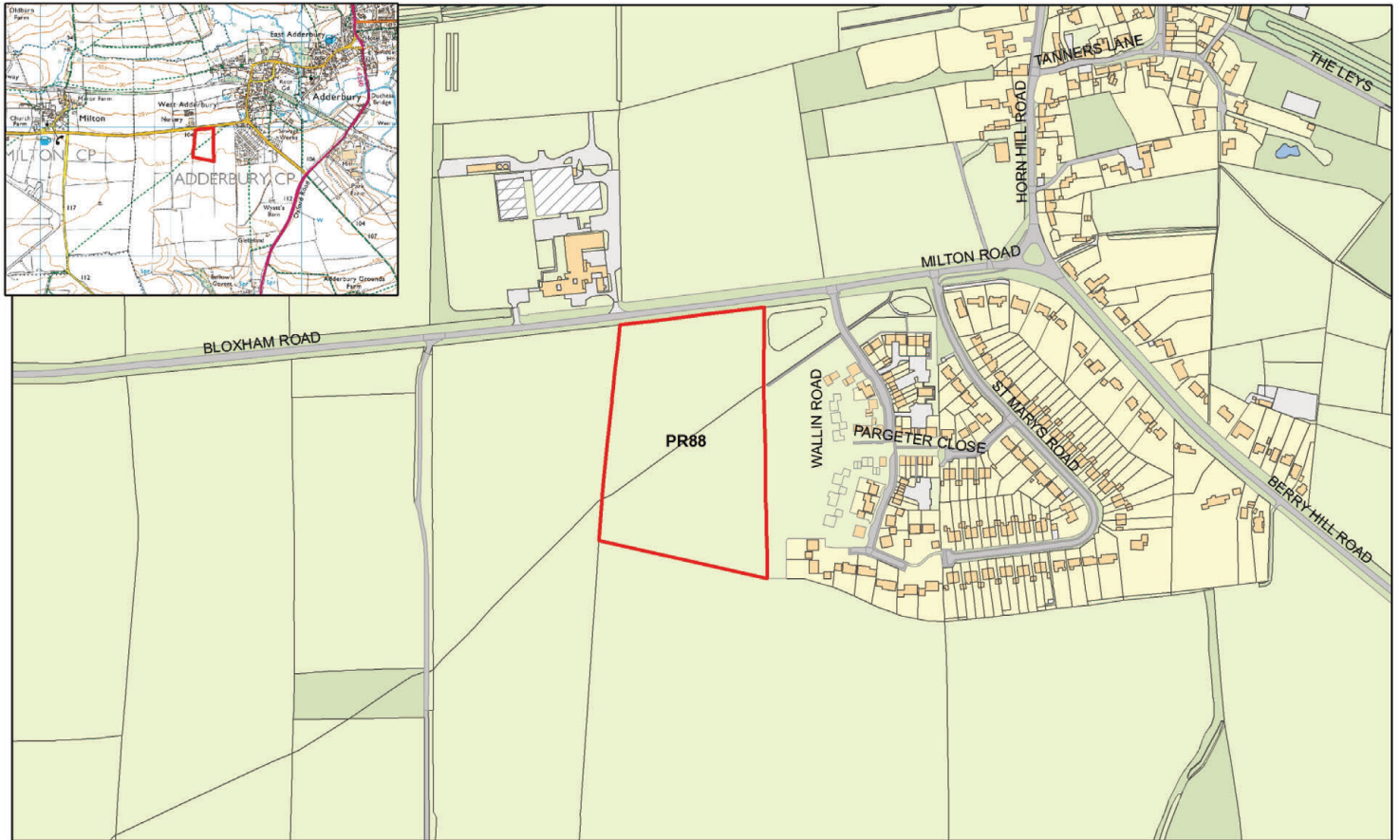


Site PR87 - Adderbury

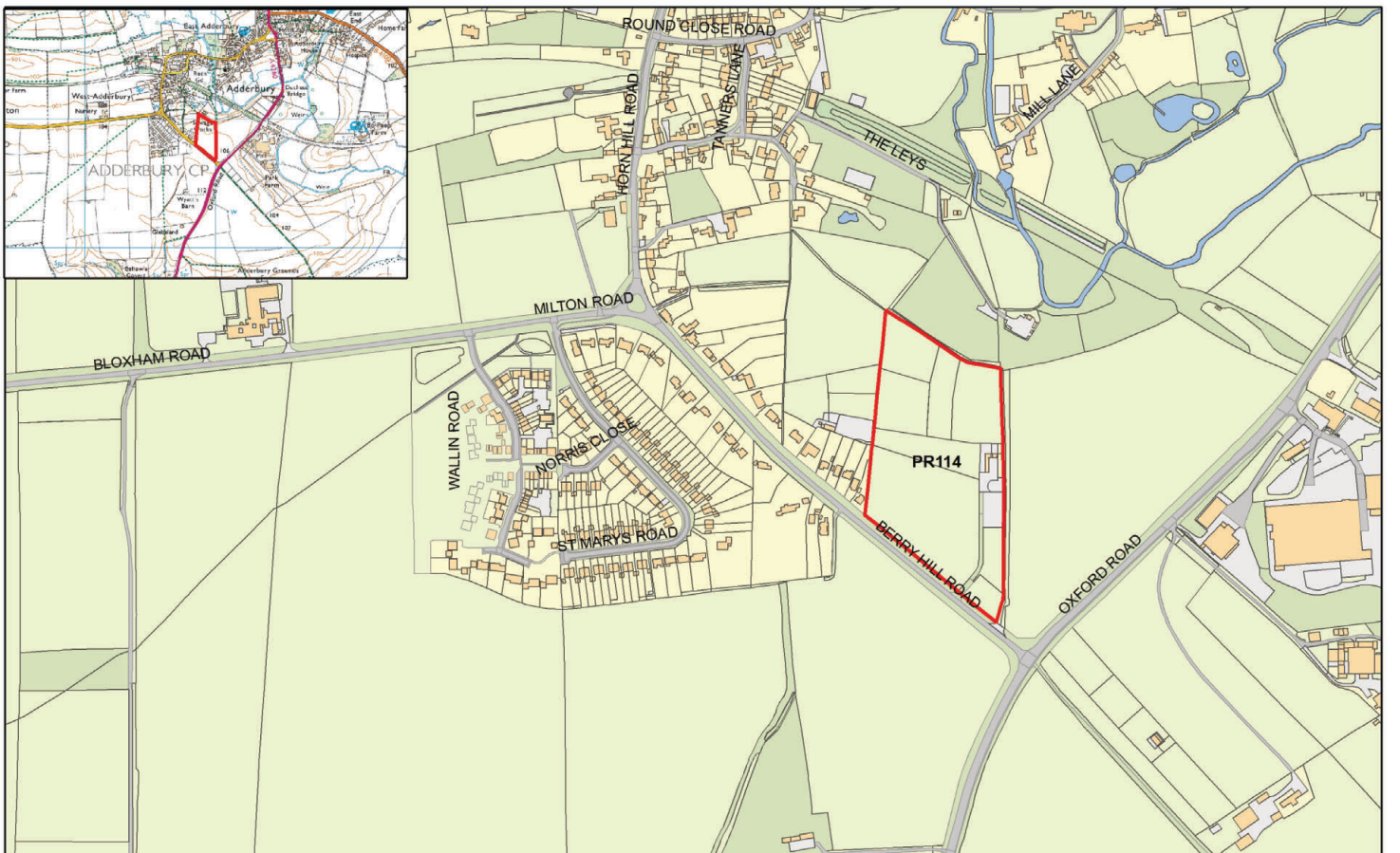




Site PR88 - Adderbury

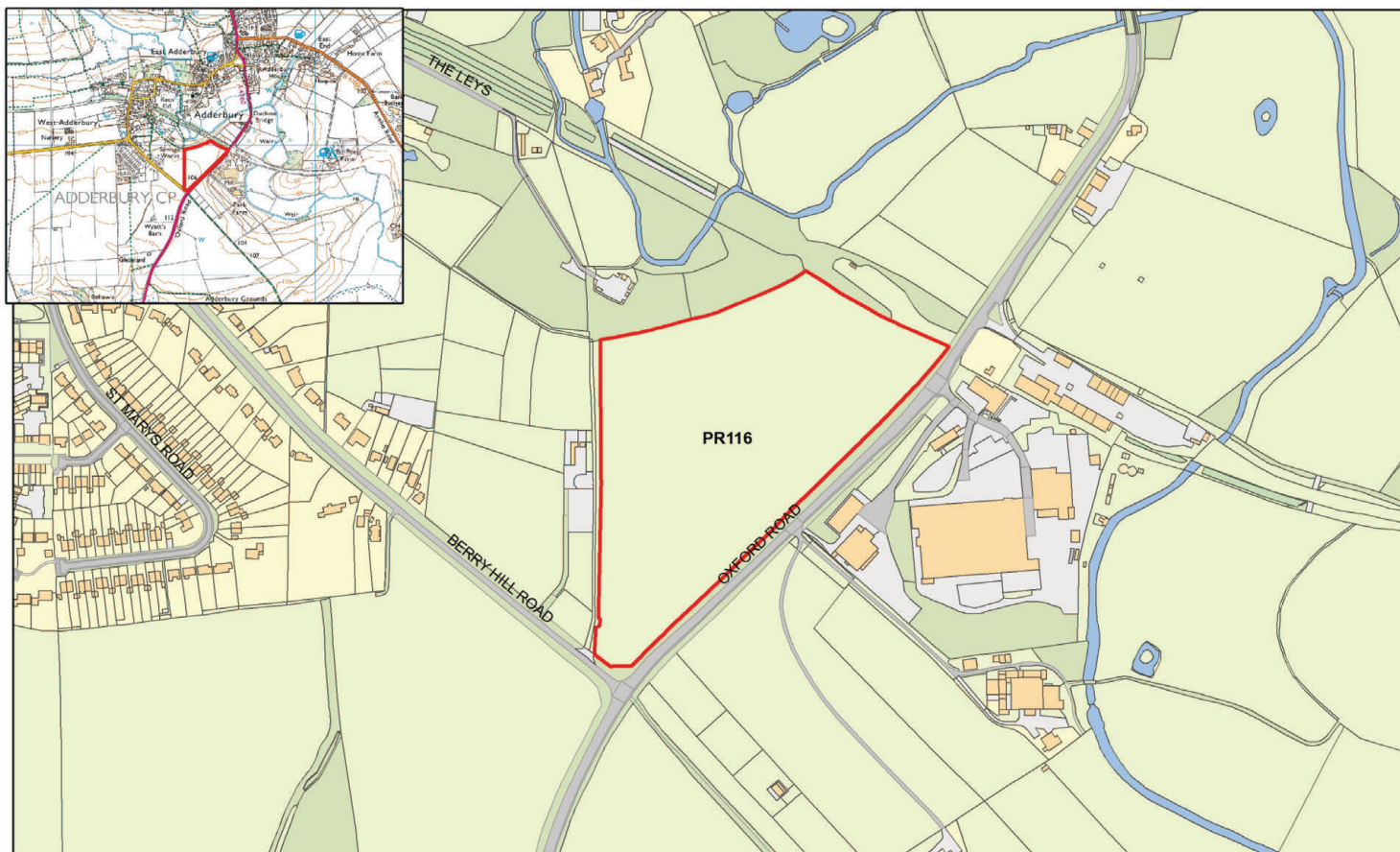


Site PR114 - Adderbury

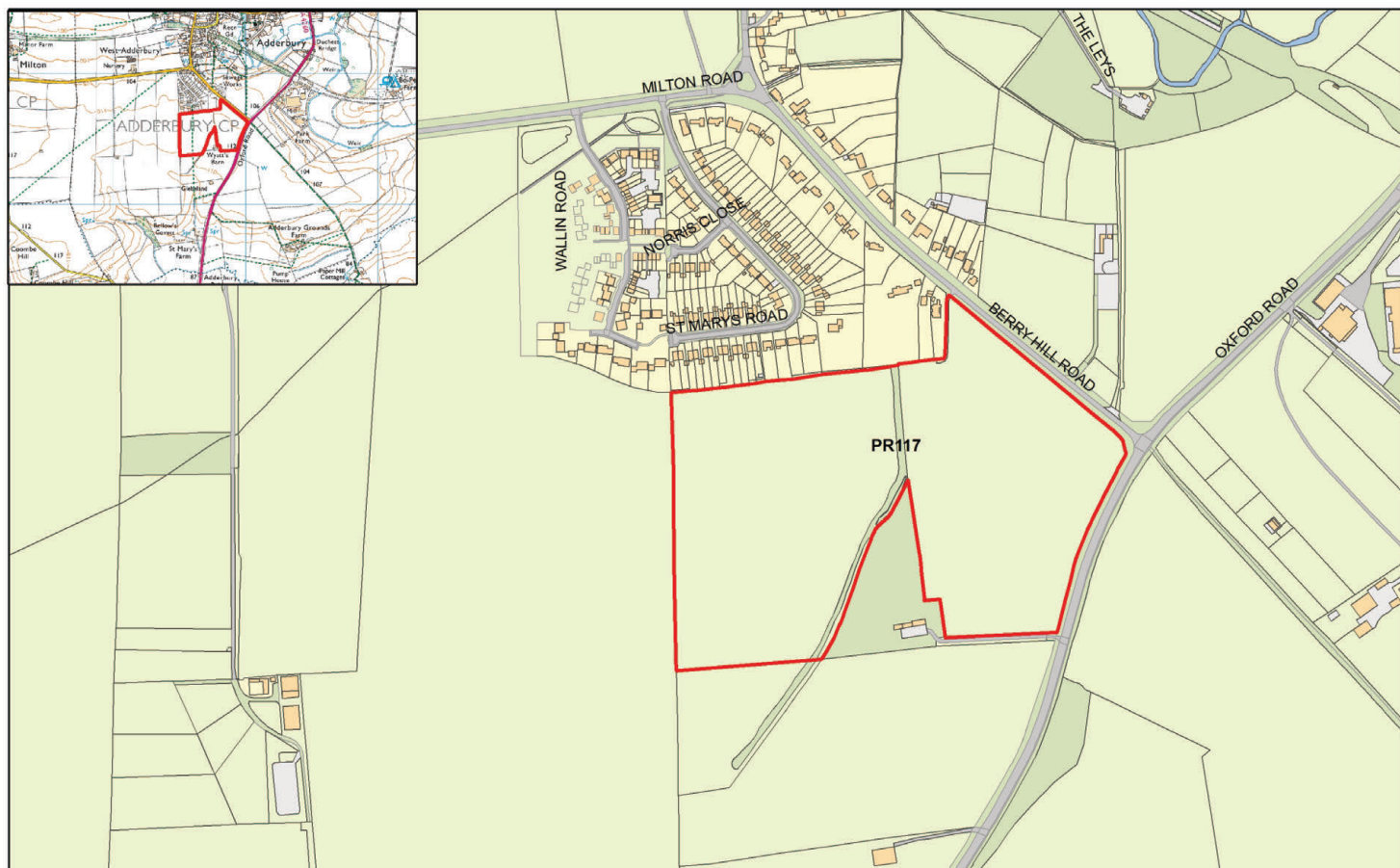




Site PR116 - Adderbury



Site PR117 - Adderbury

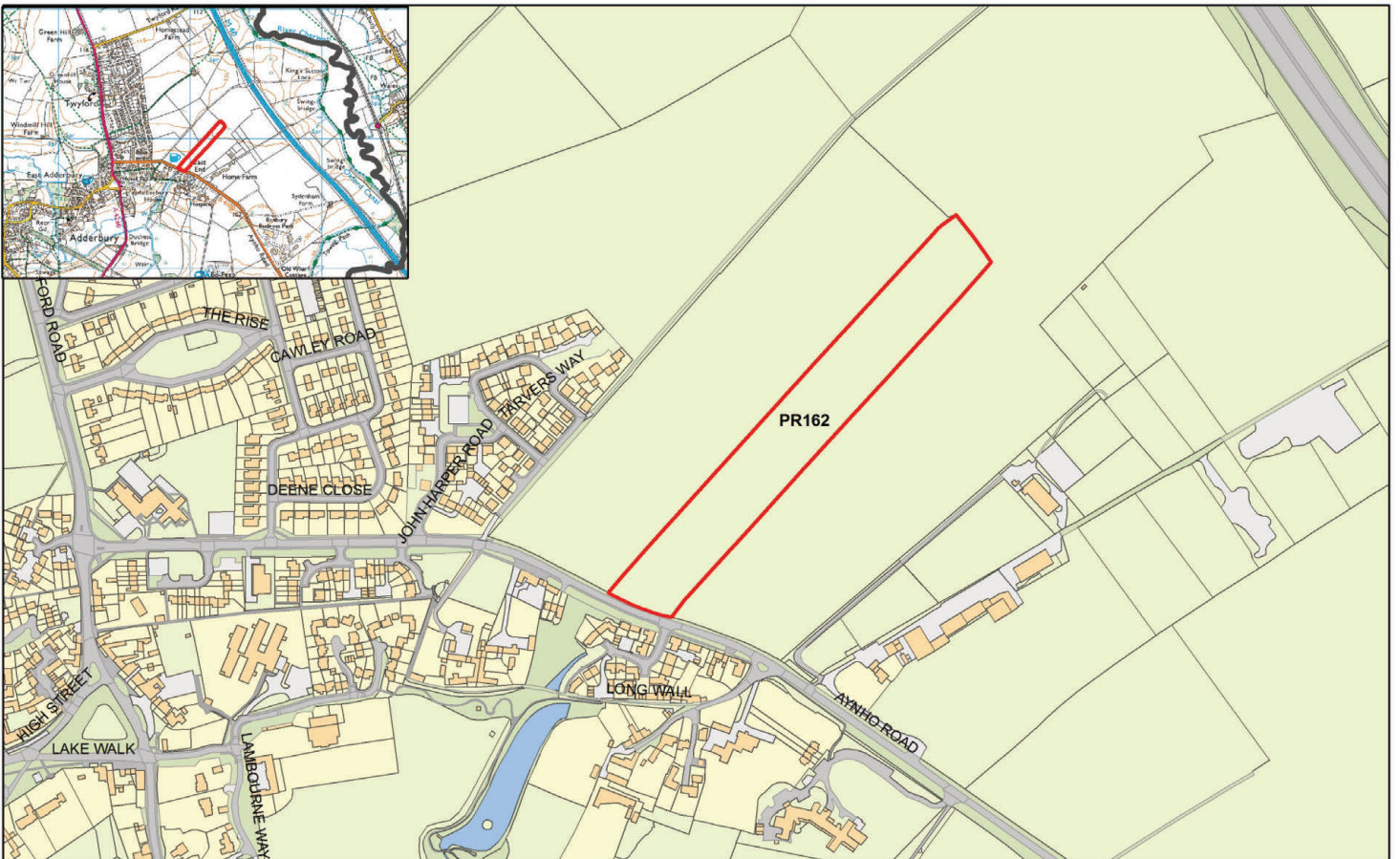




Site PR134 - Adderbury

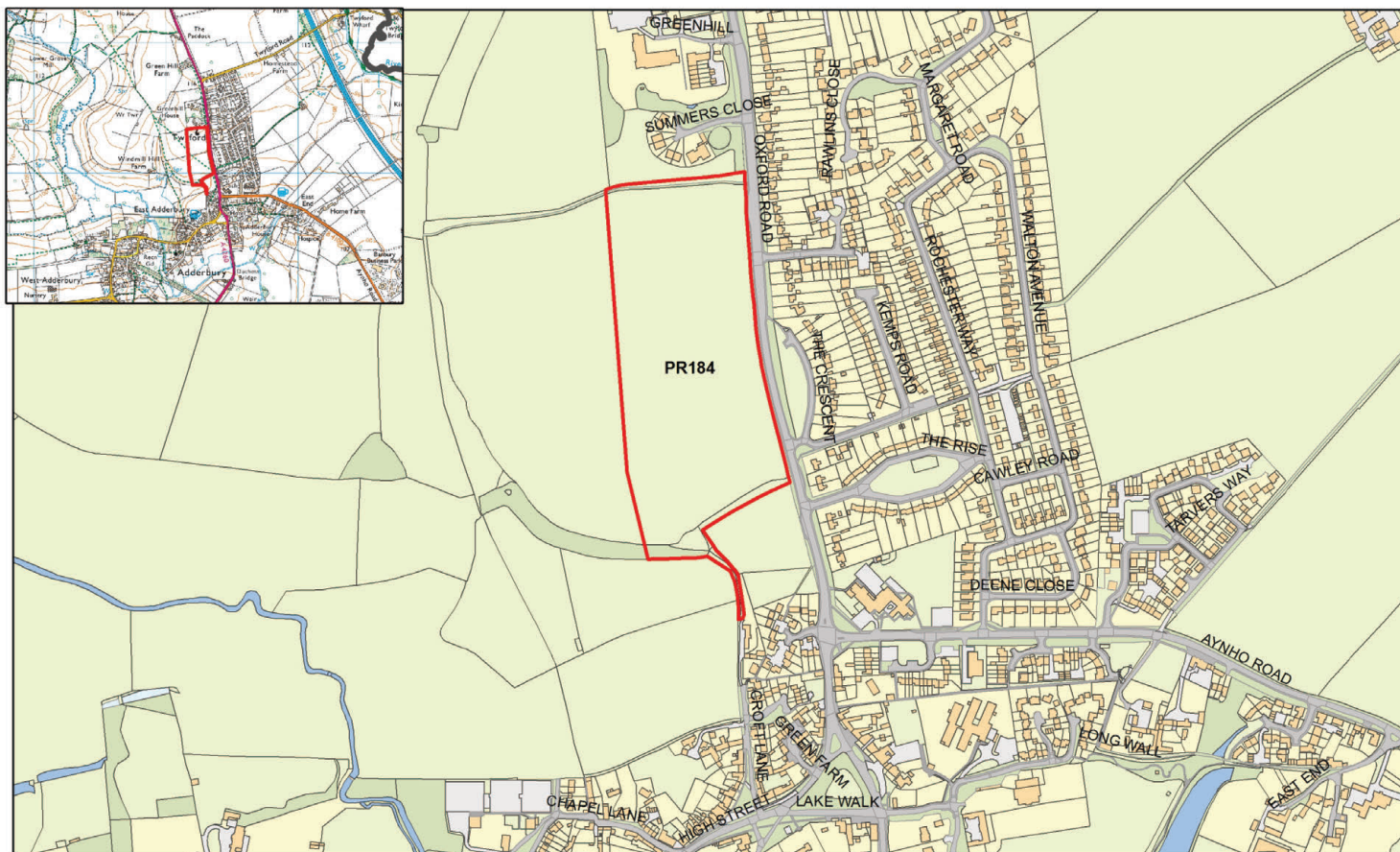


Site PR162 - Adderbury

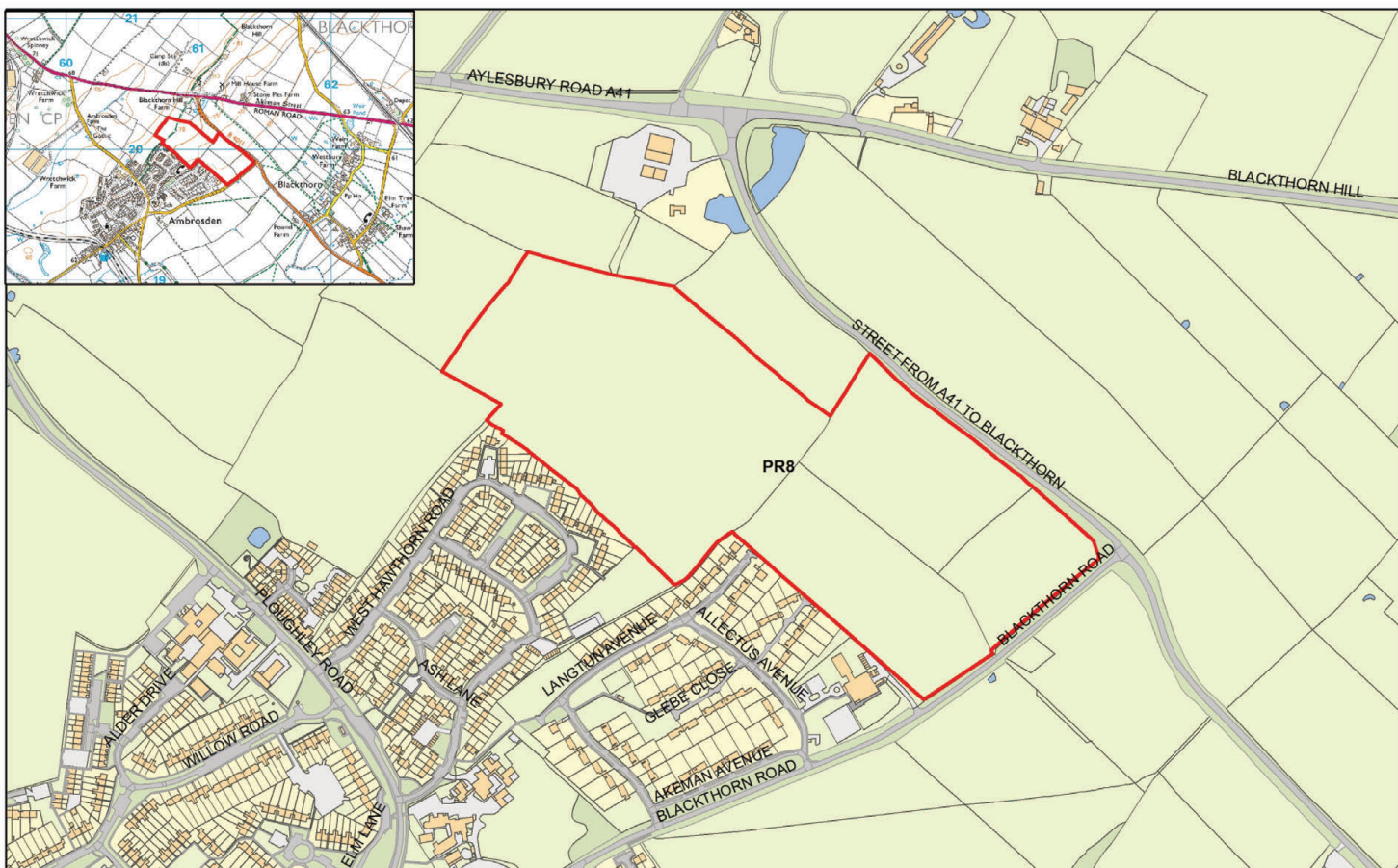




Site PR184 - Adderbury

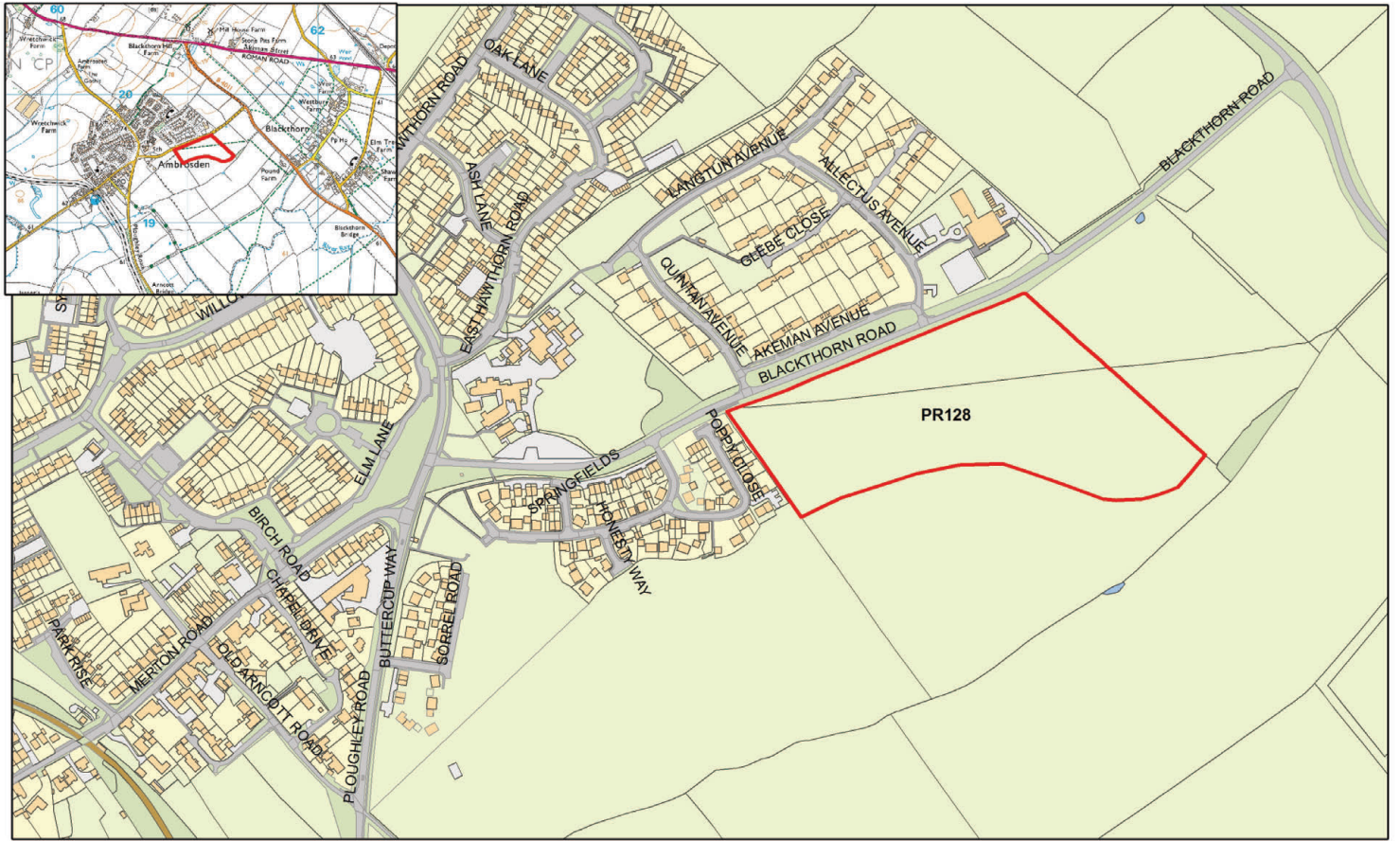


Site PR8 - Ambrosden

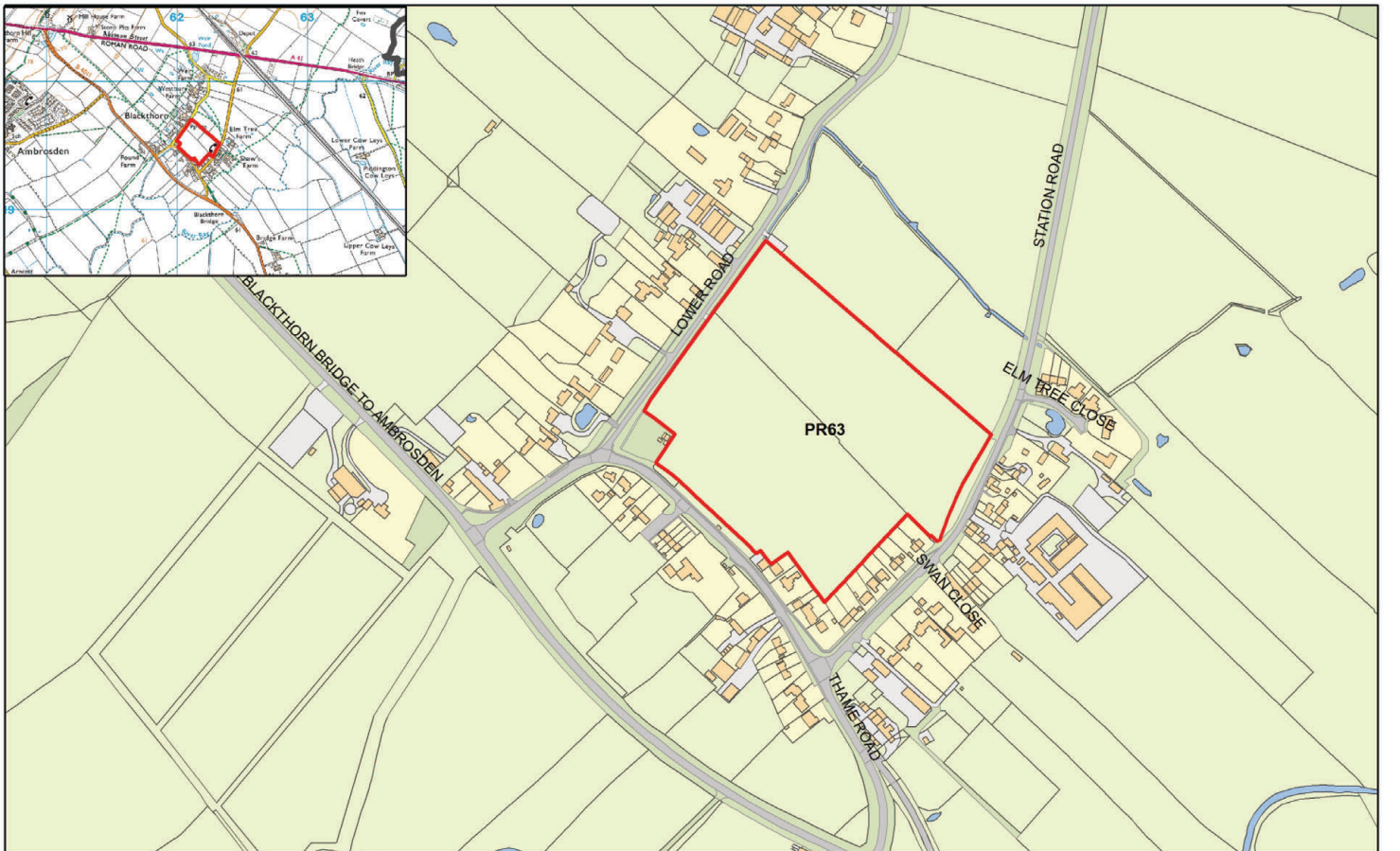




Site PR128 - Ambrosden

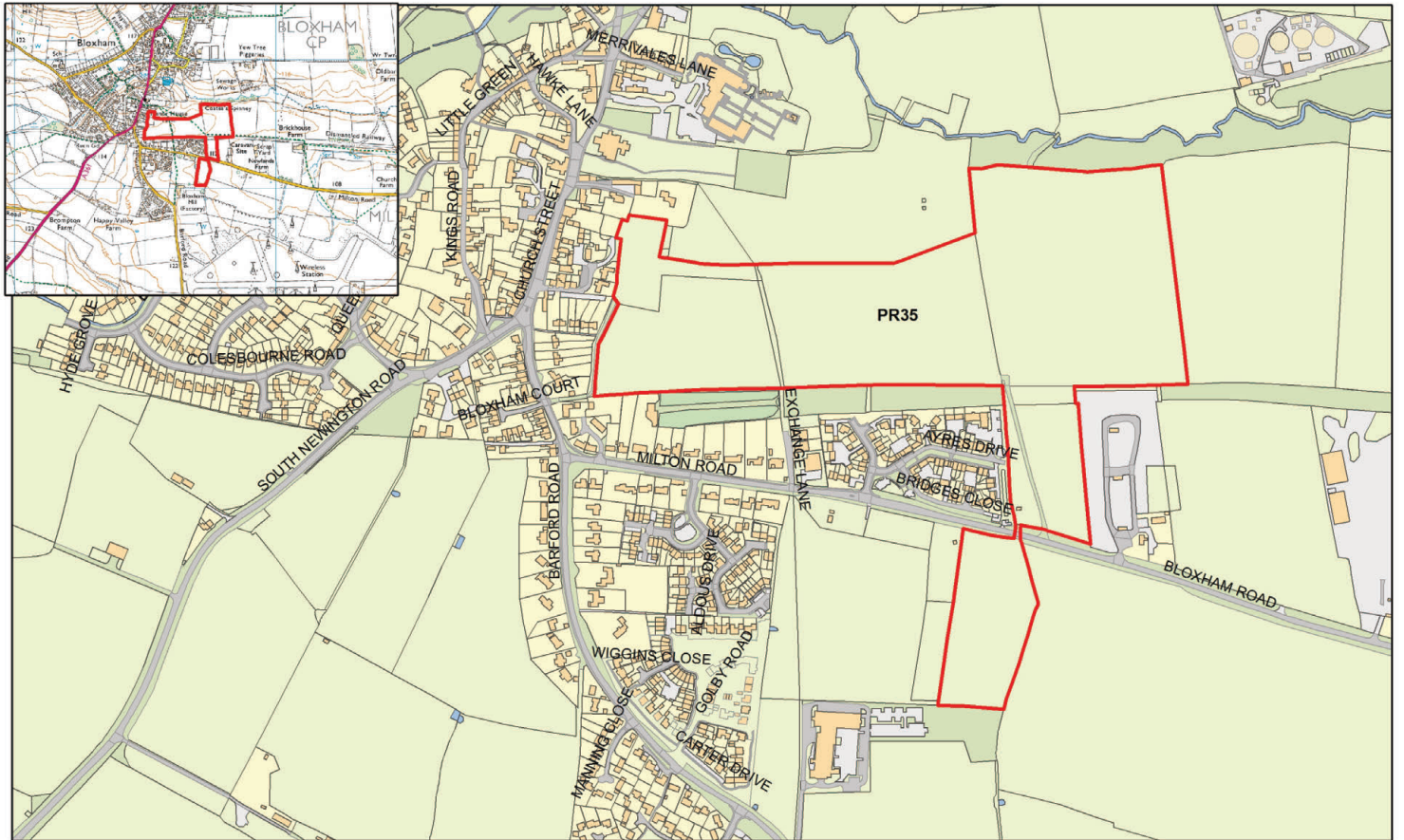


Site PR63 - Blackthorn

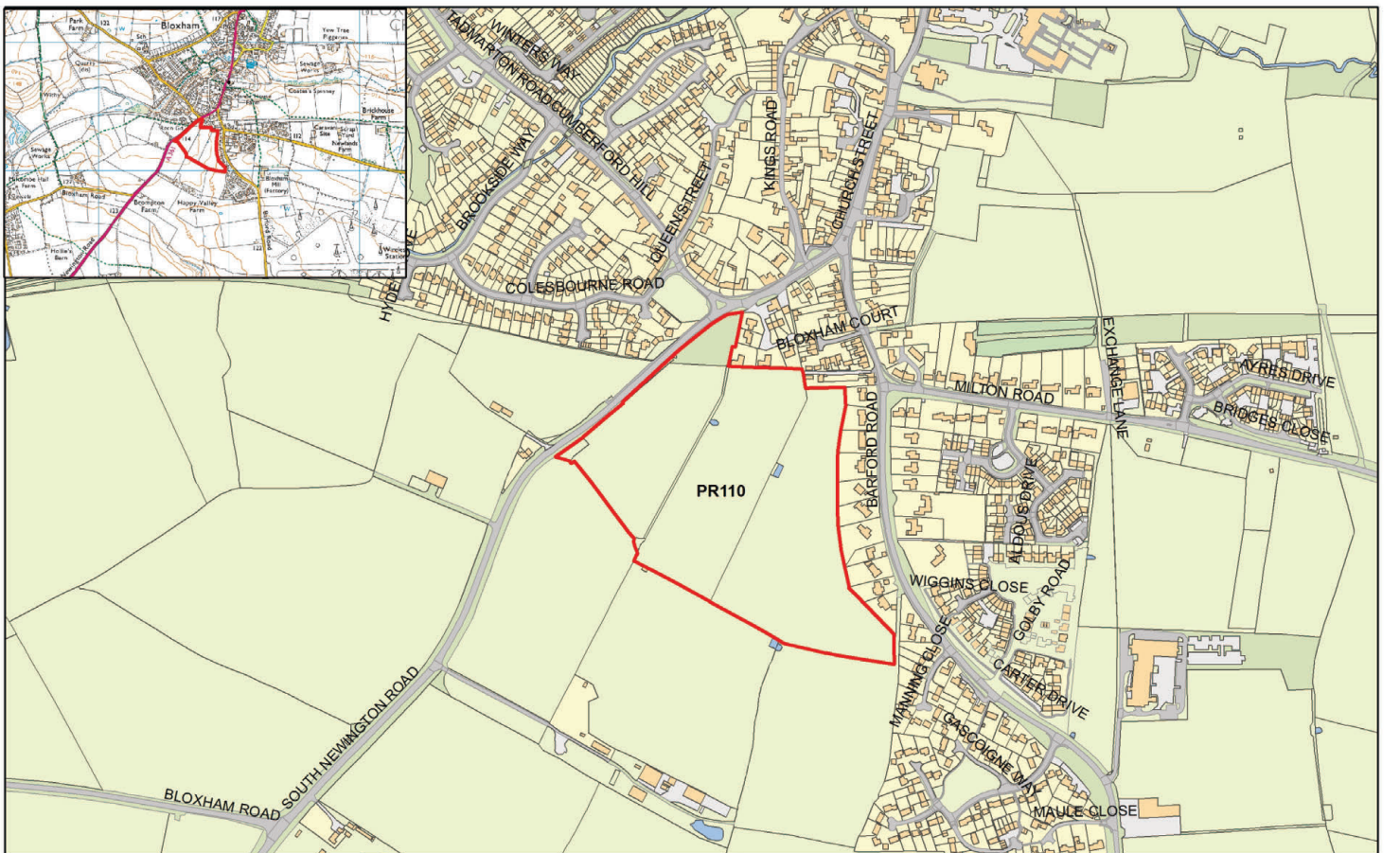




Site PR35 - Bloxham

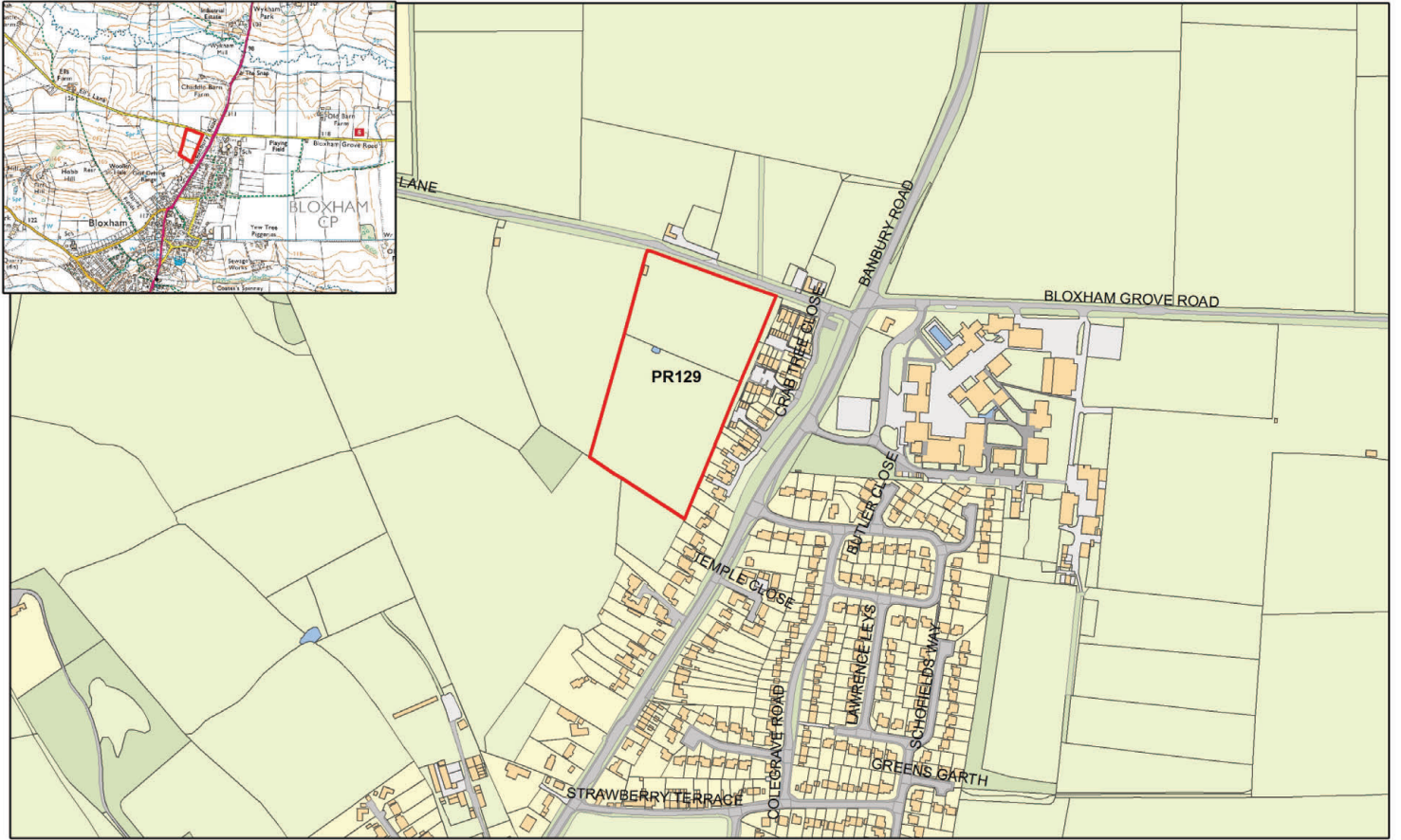


Site PR110 - Bloxham

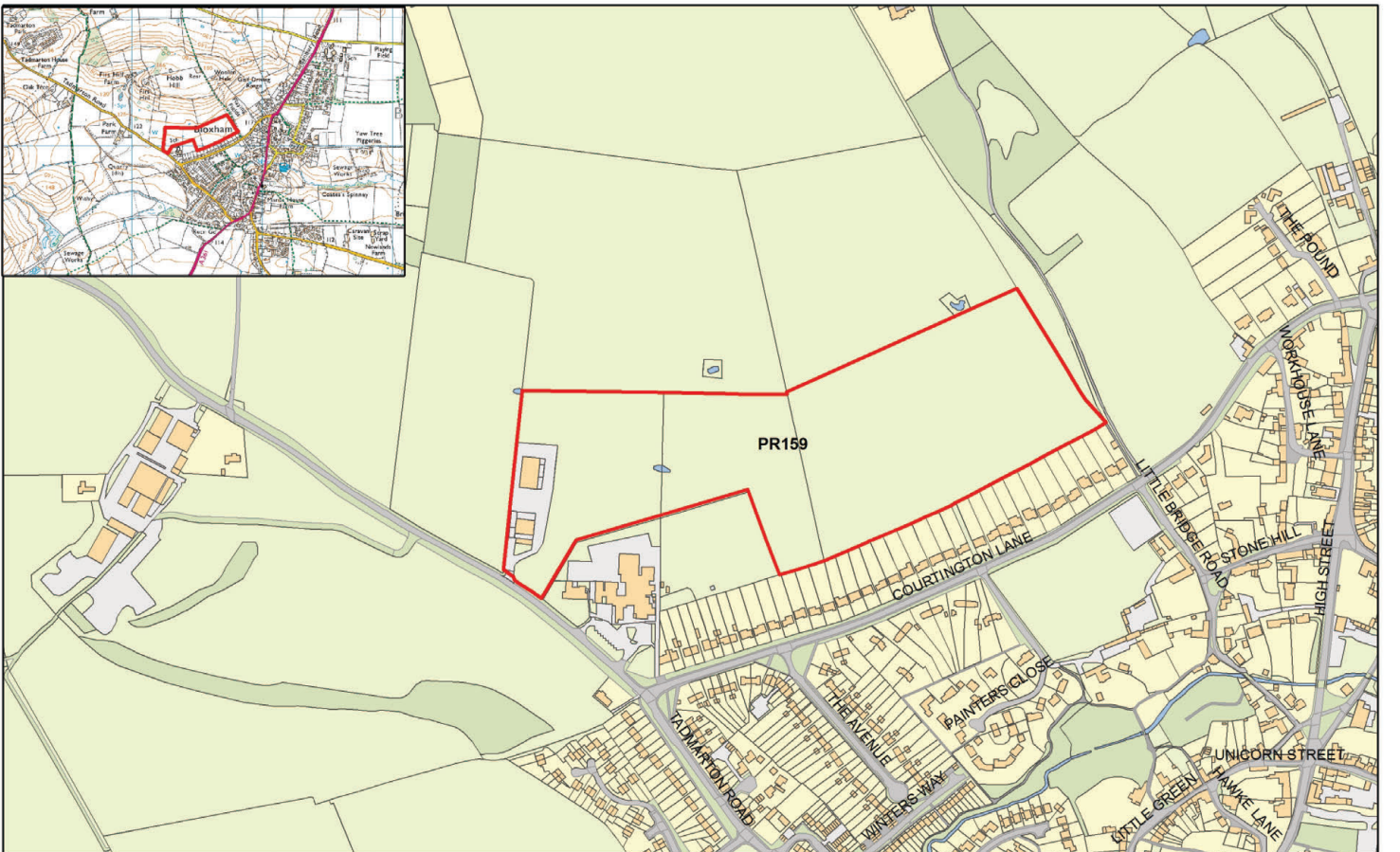




Site PR129 - Bloxham

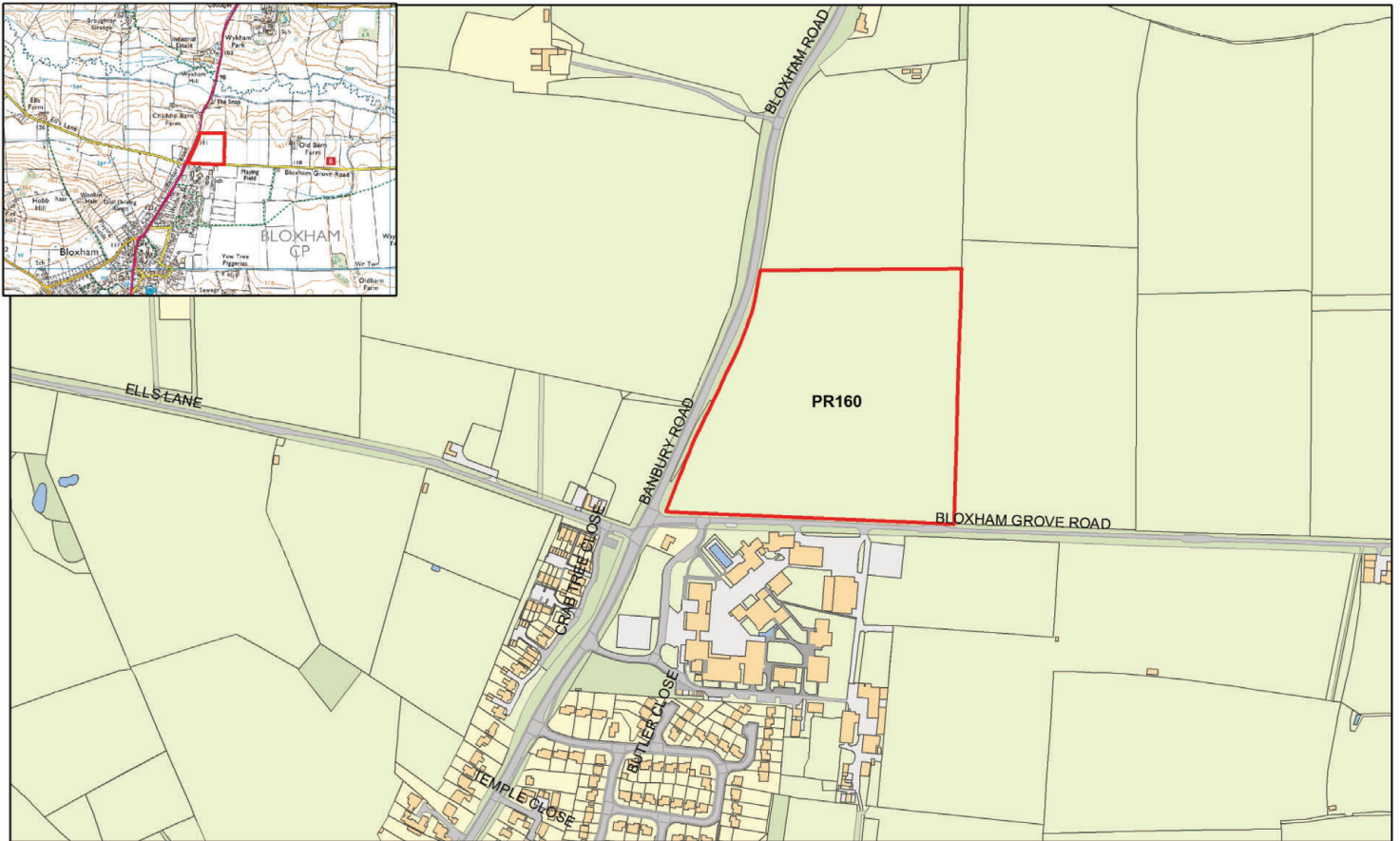


Site PR159 - Bloxham

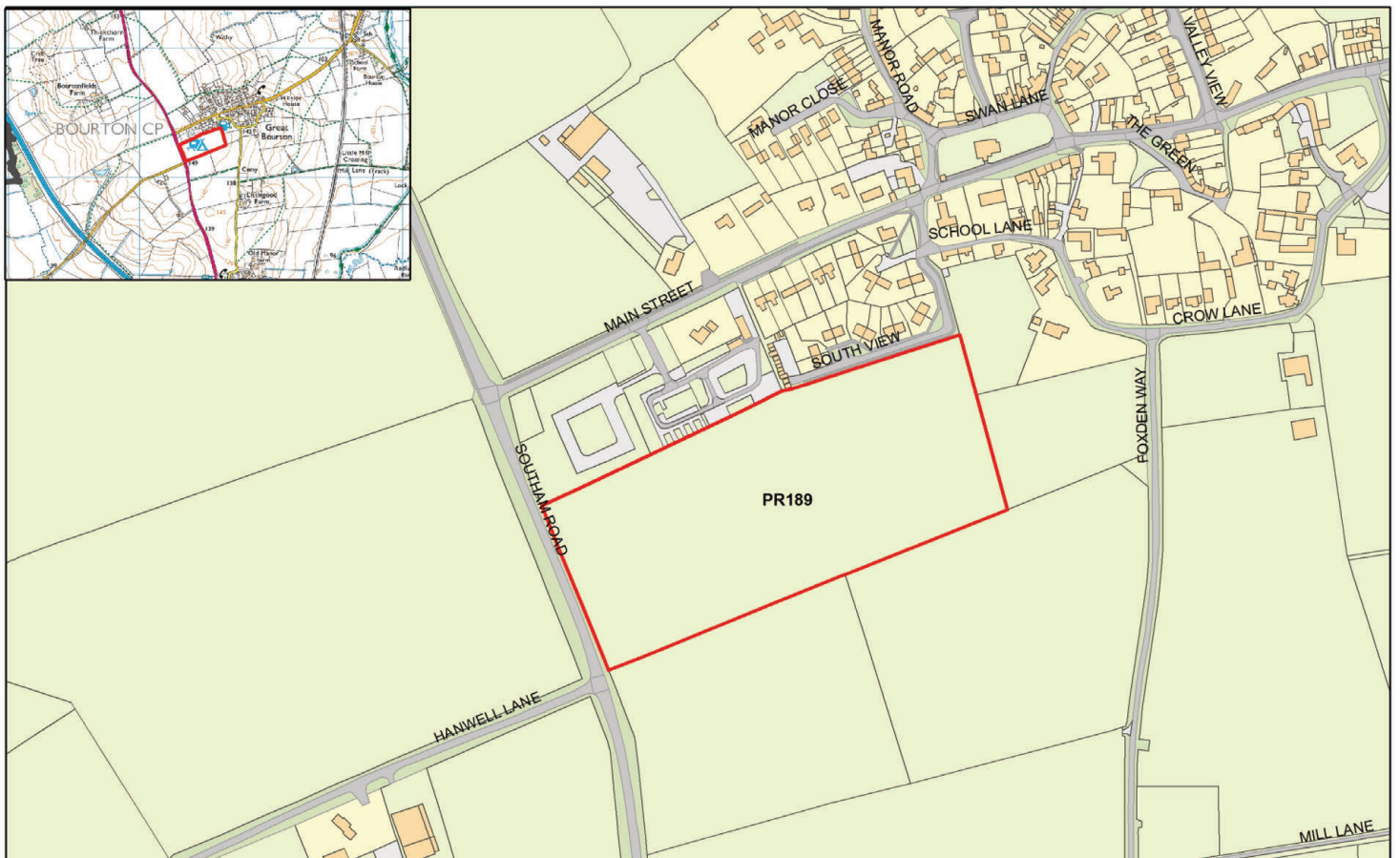




Site PR160 - Bloxham

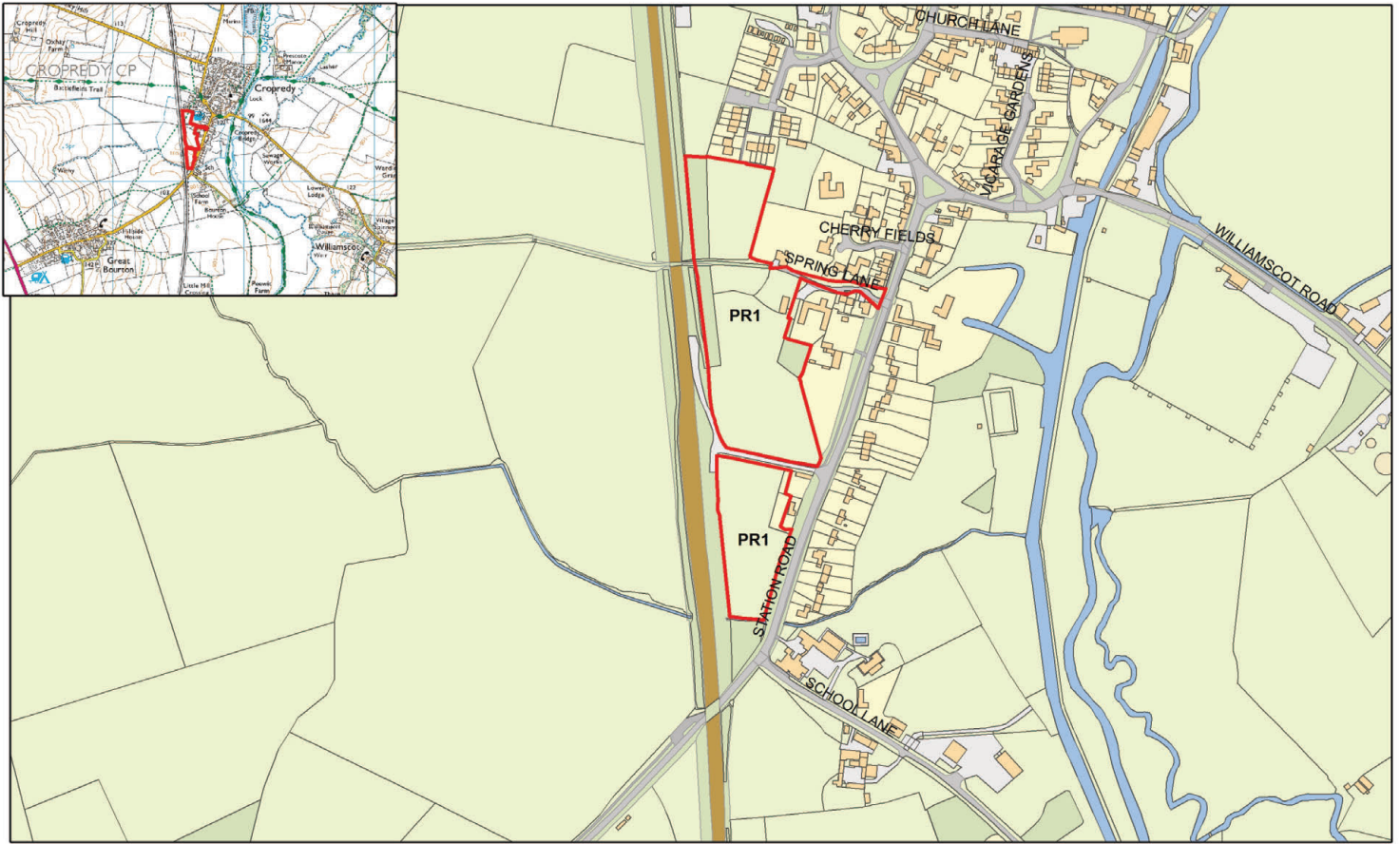


Site PR189 - Bourton

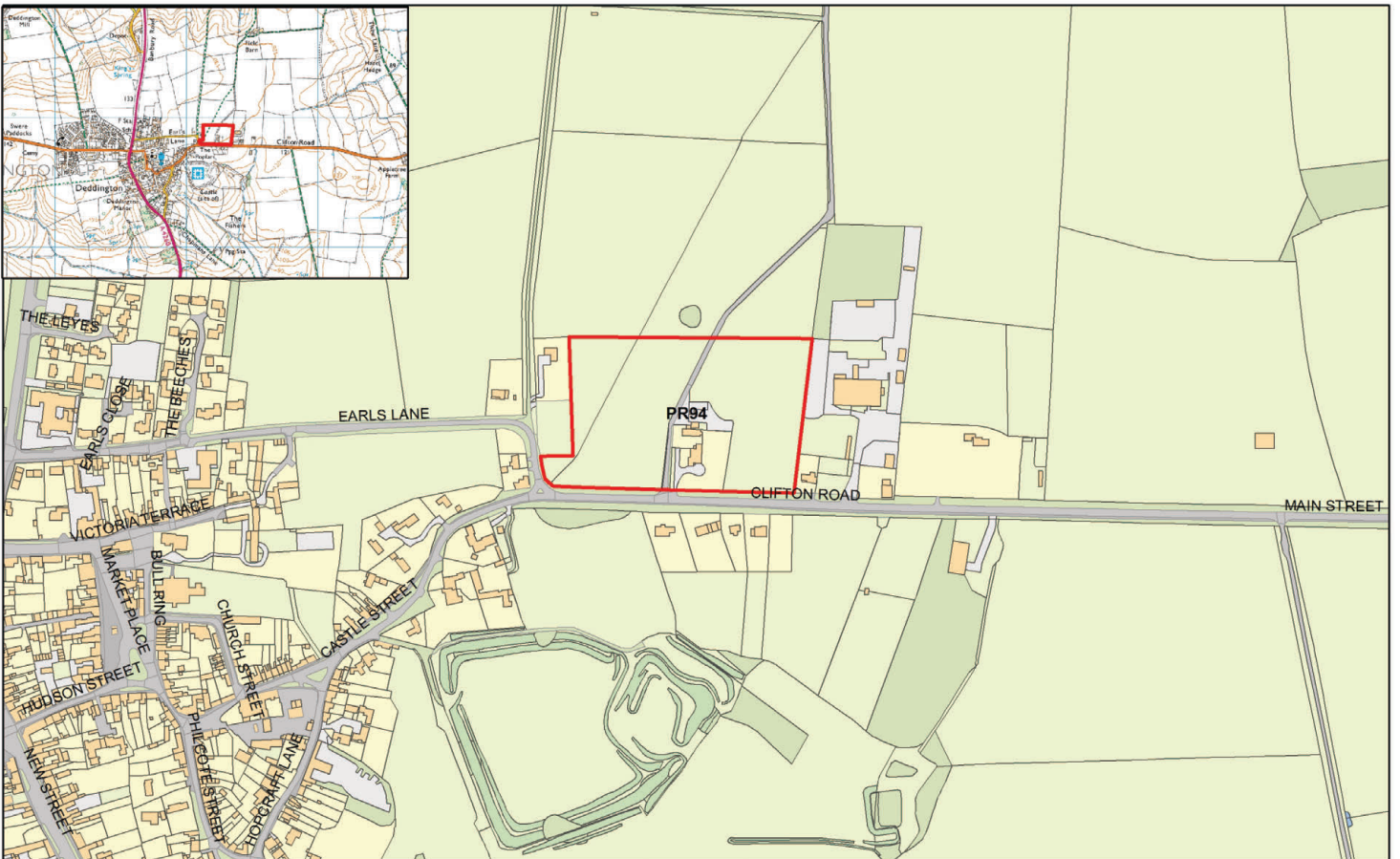




Site PR1 - Cropredy

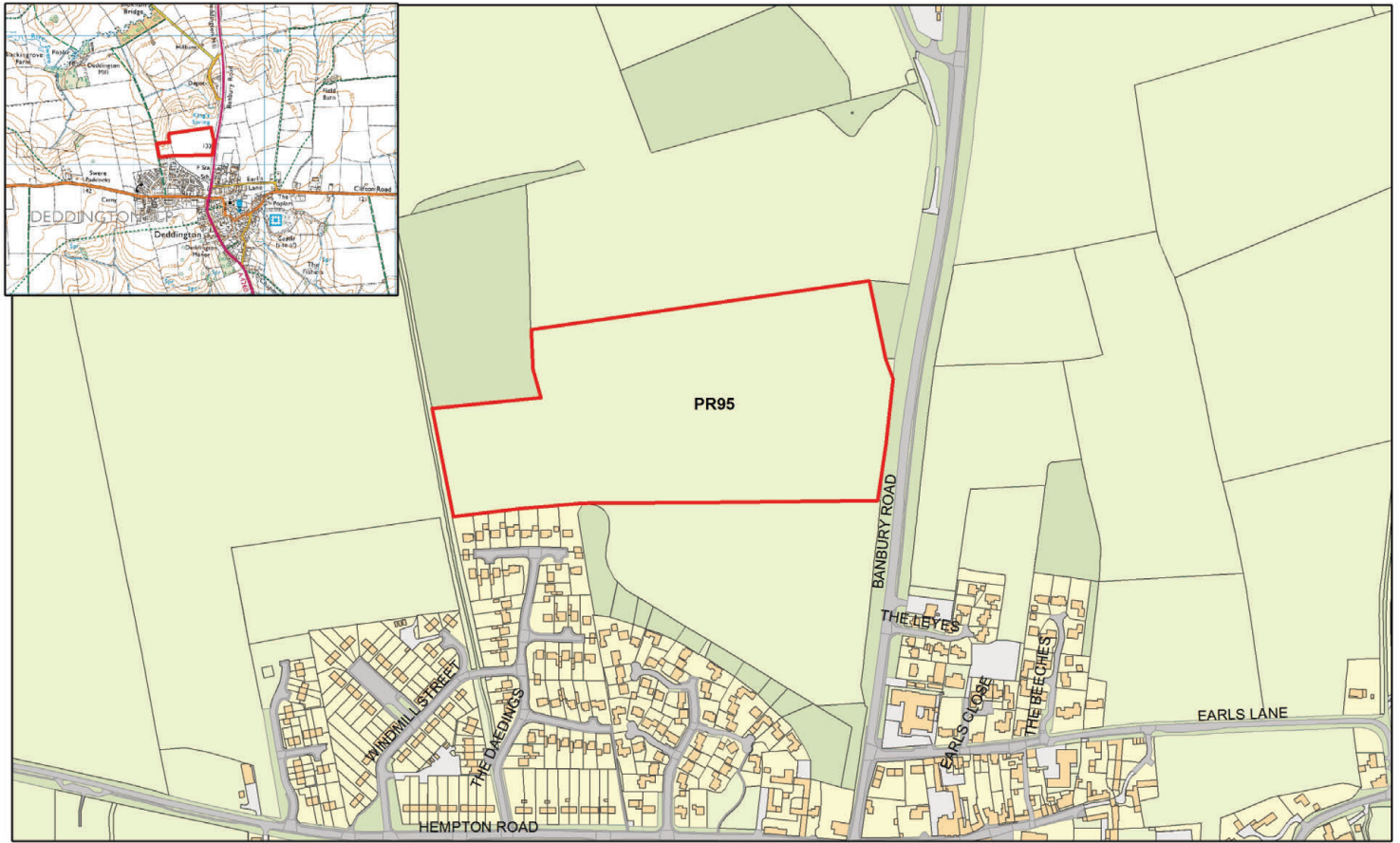


Site PR94 - Deddington

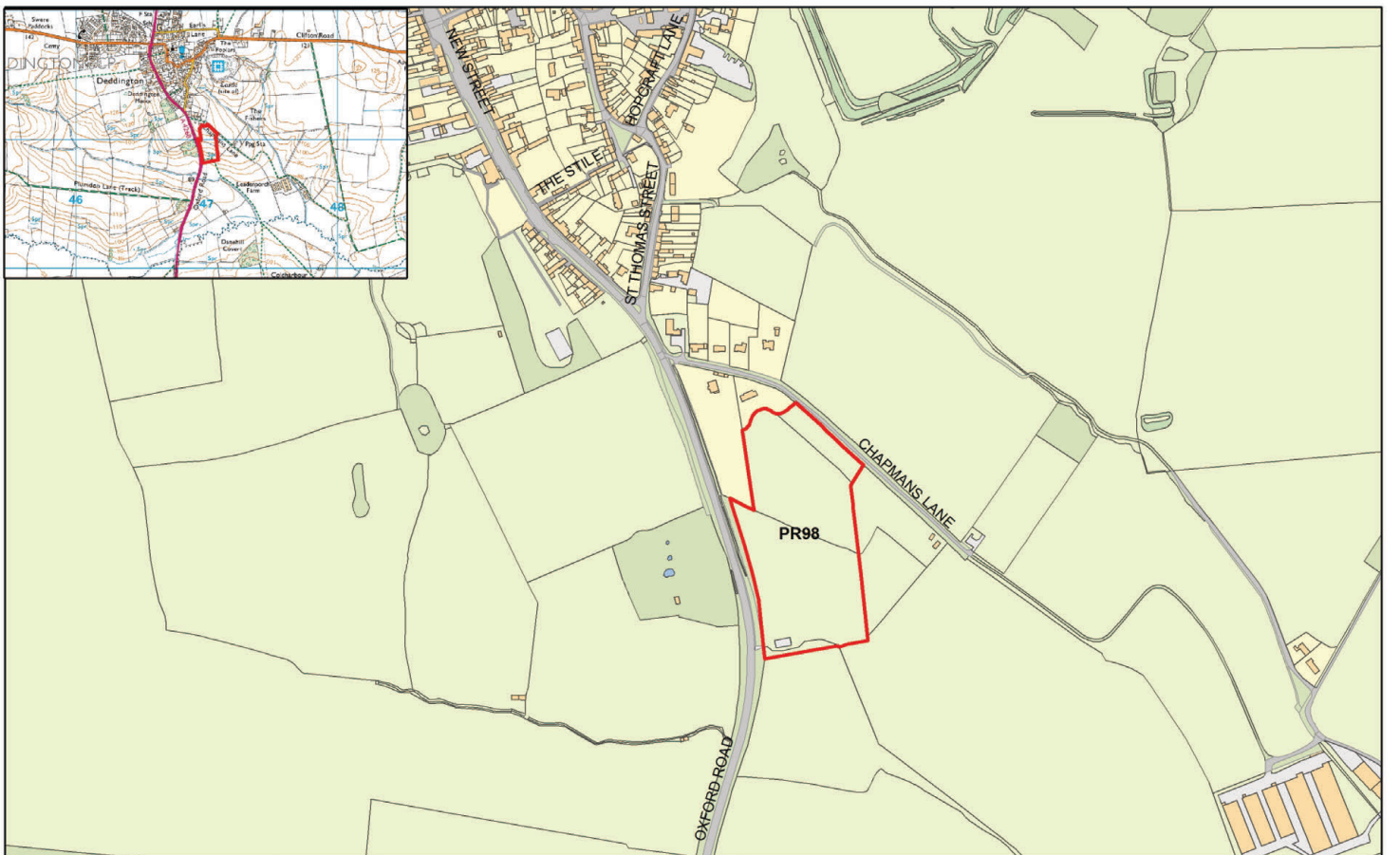




Site PR95 - Deddington

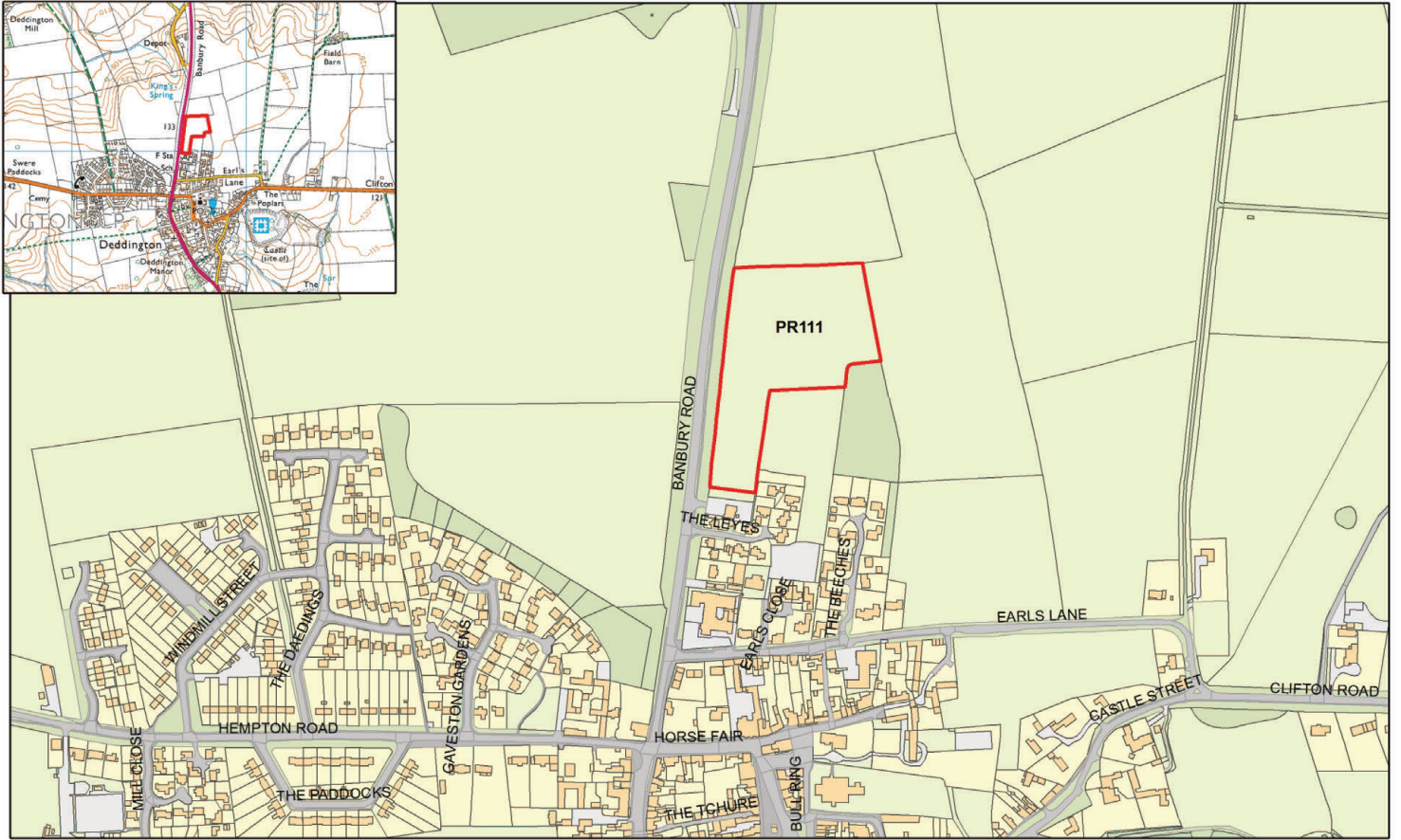


Site PR98 - Deddington

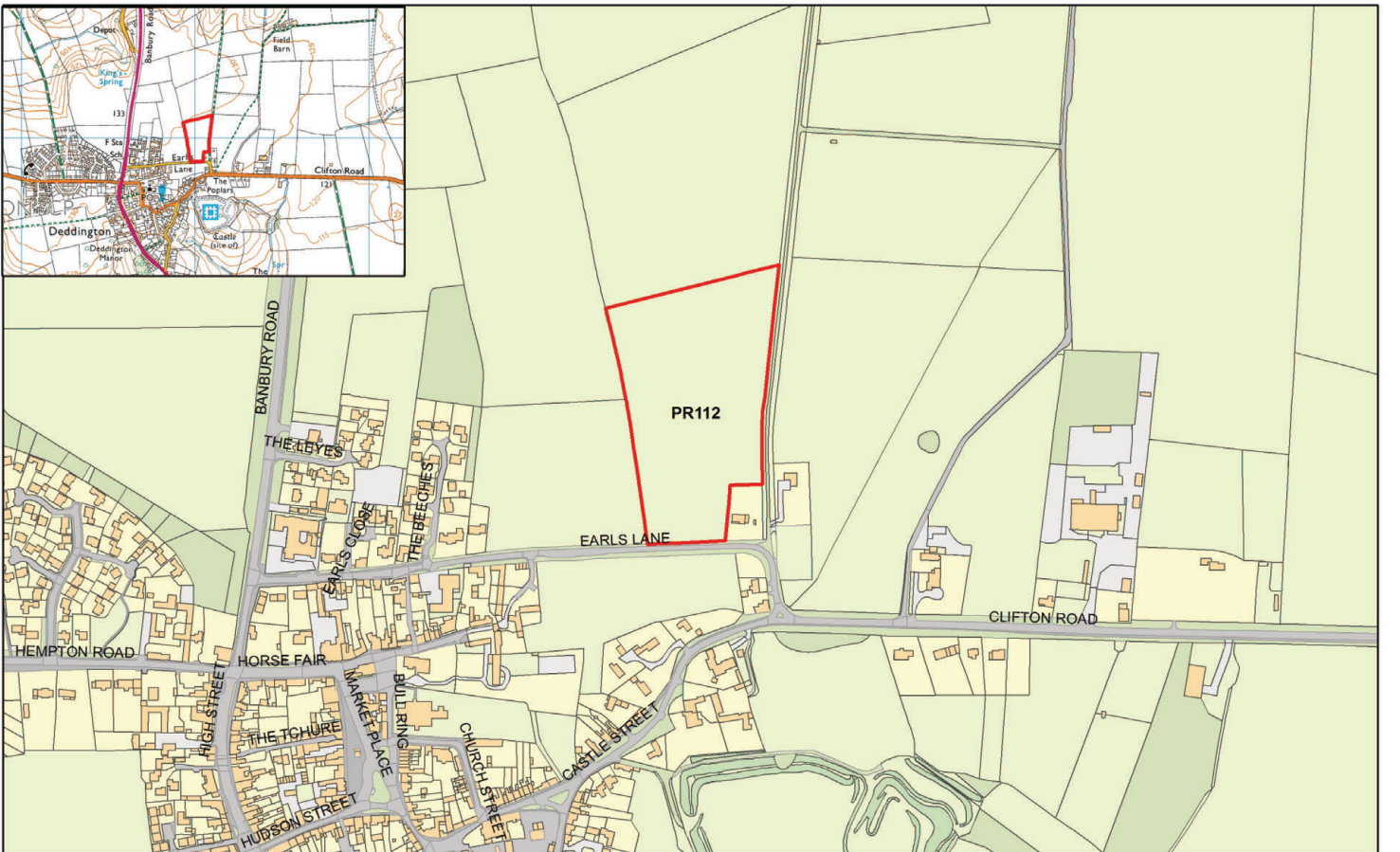




Site PR111 - Deddington

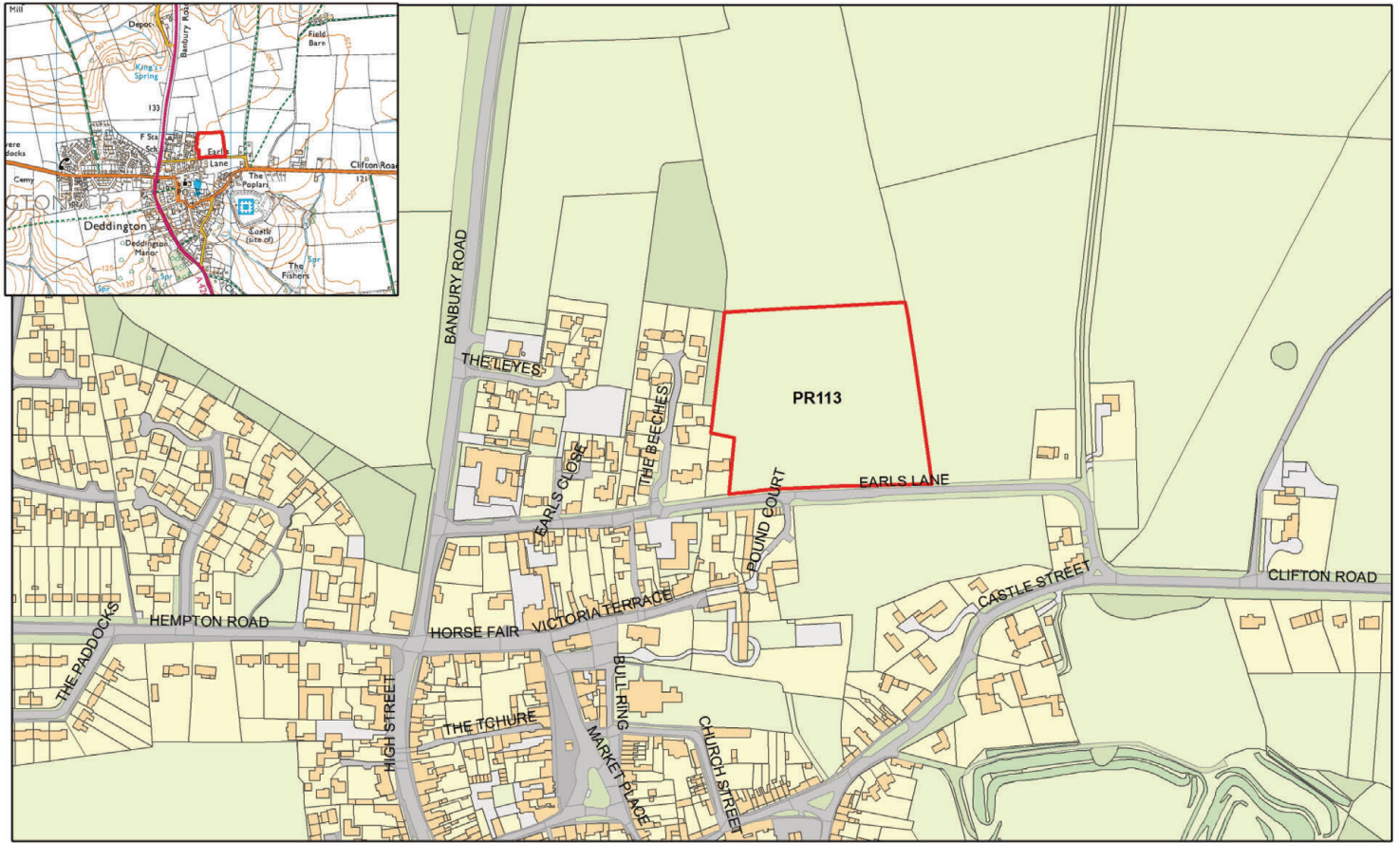


Site PR112 - Deddington

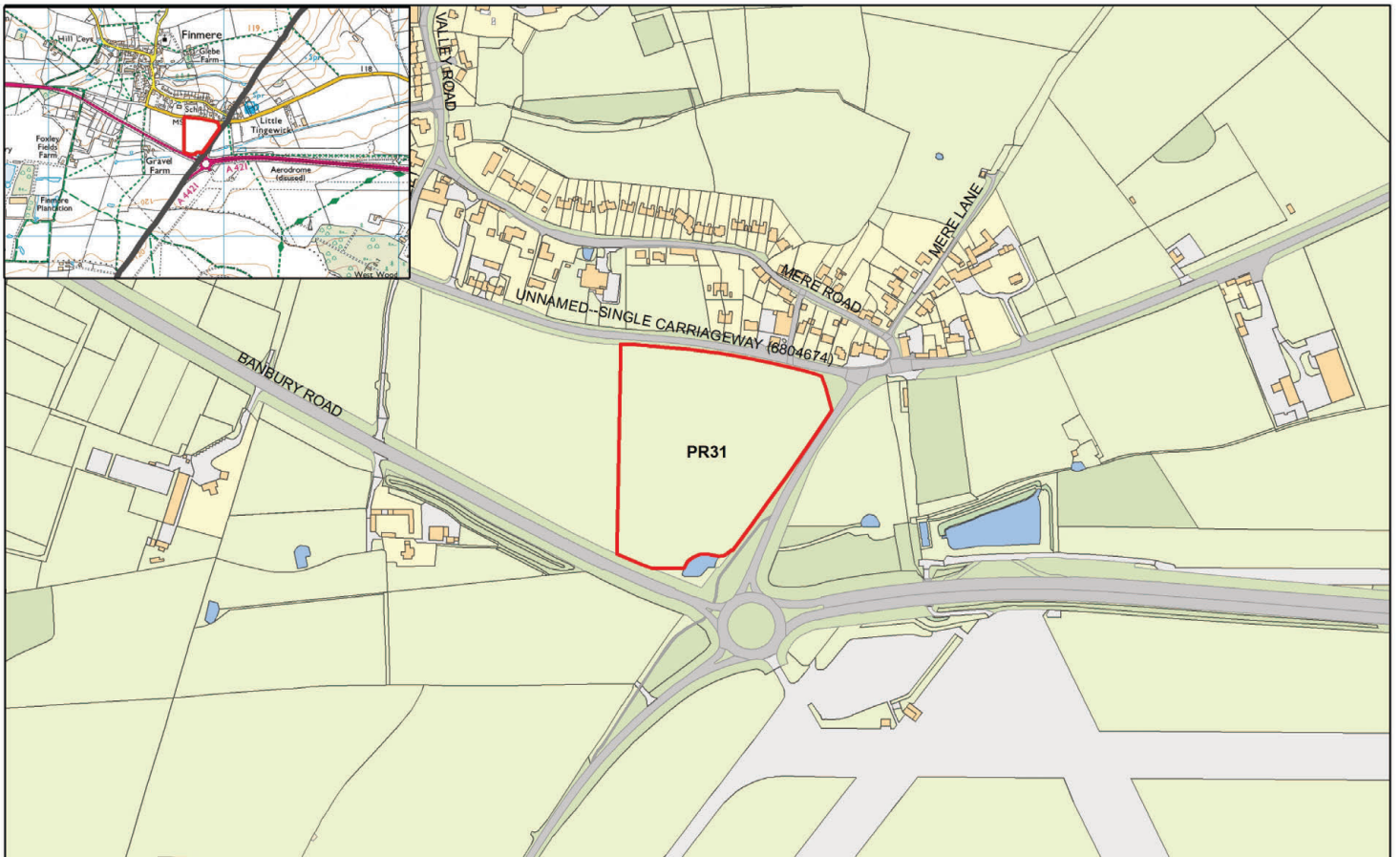




Site PR113 - Deddington

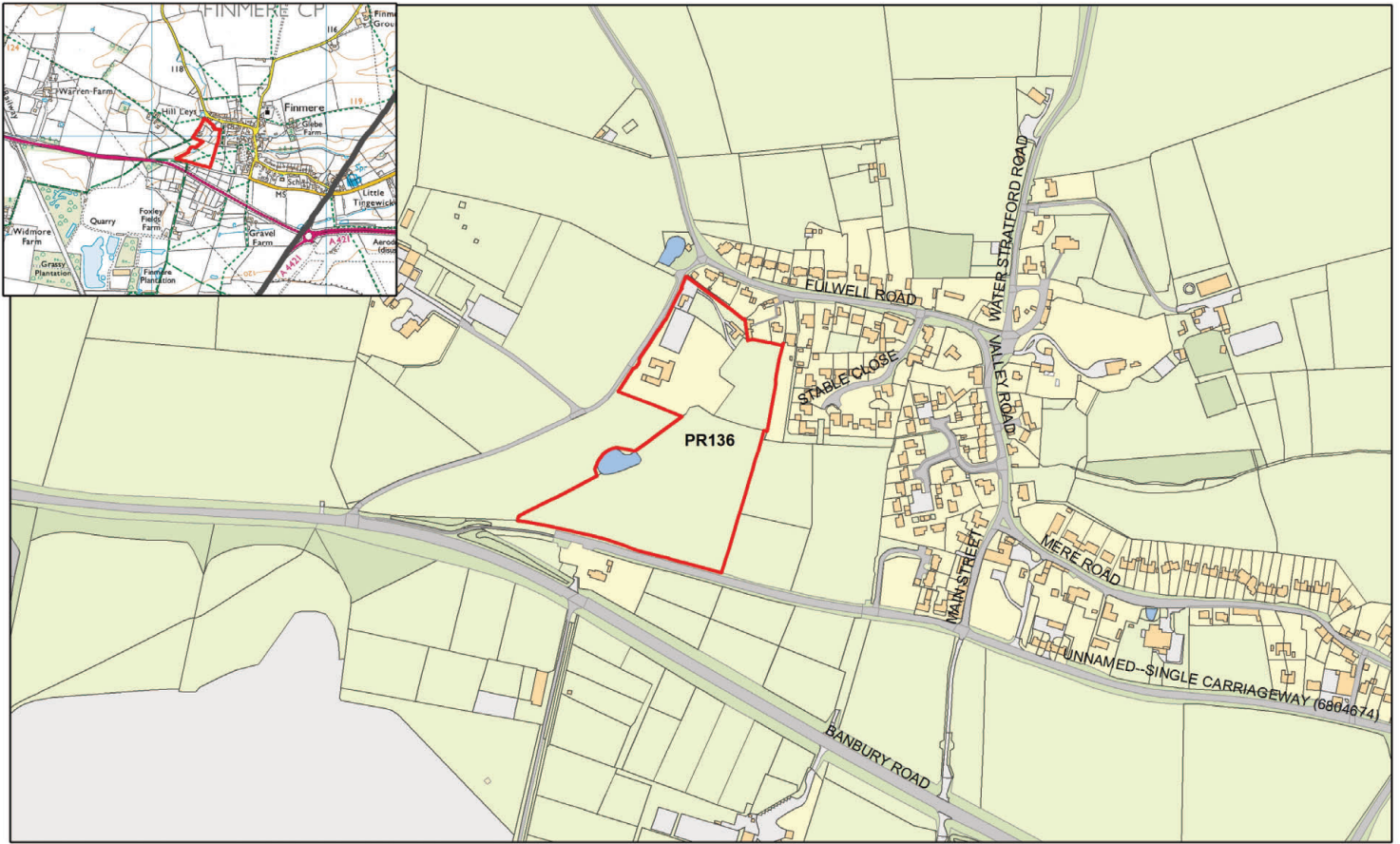


Site PR31 - Finmere

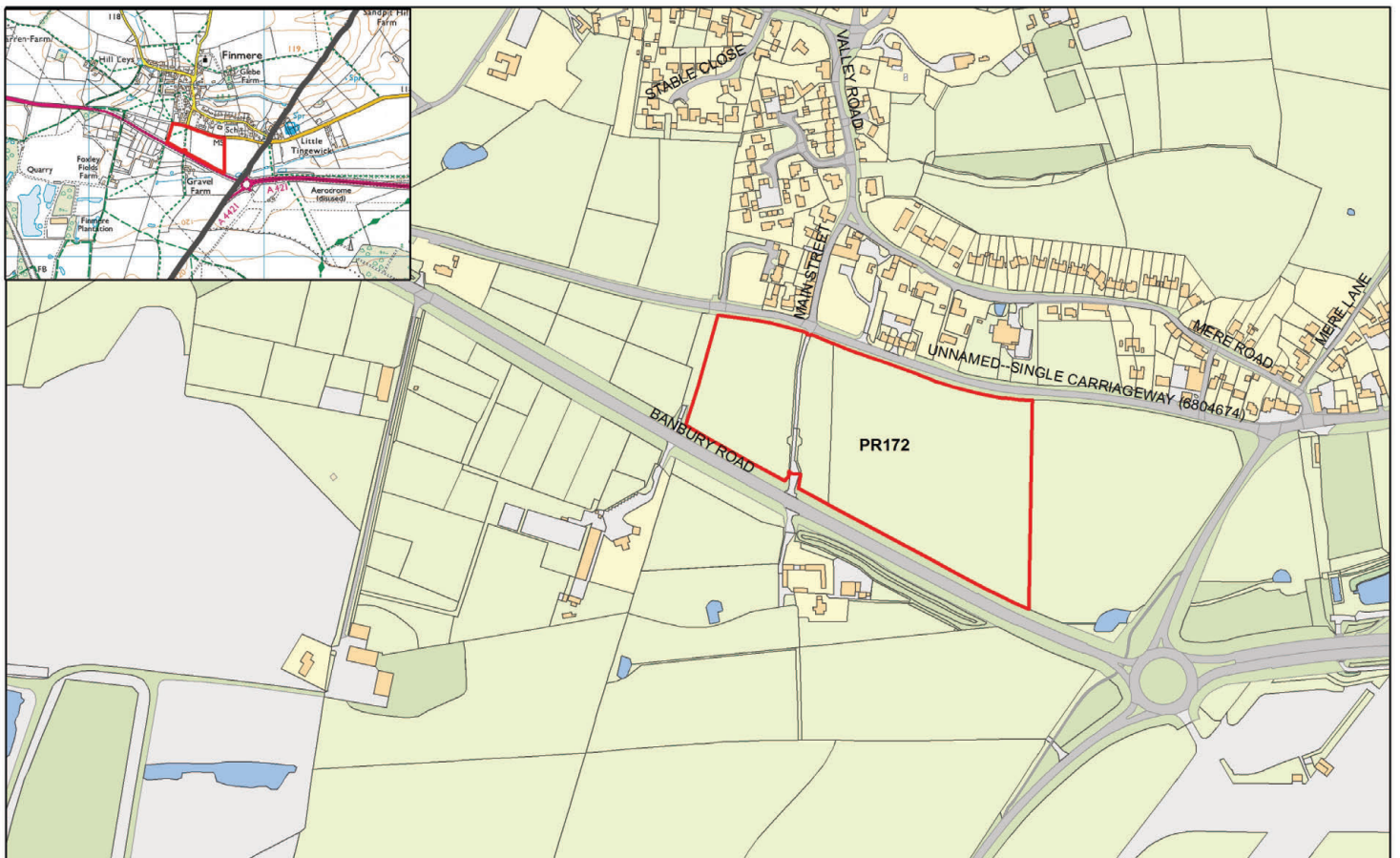




Site PR136 - Finmere

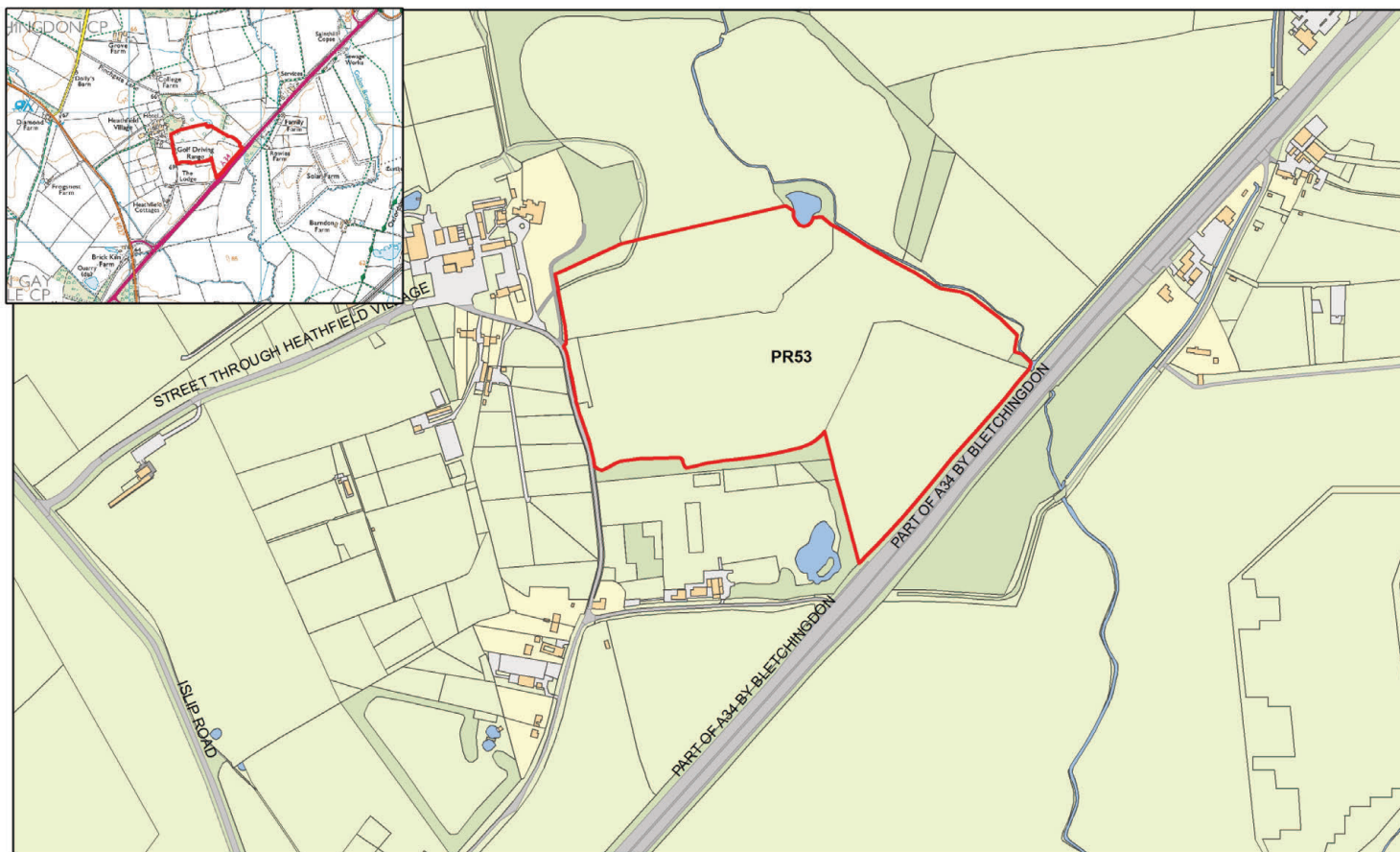


Site PR172 - Finmere

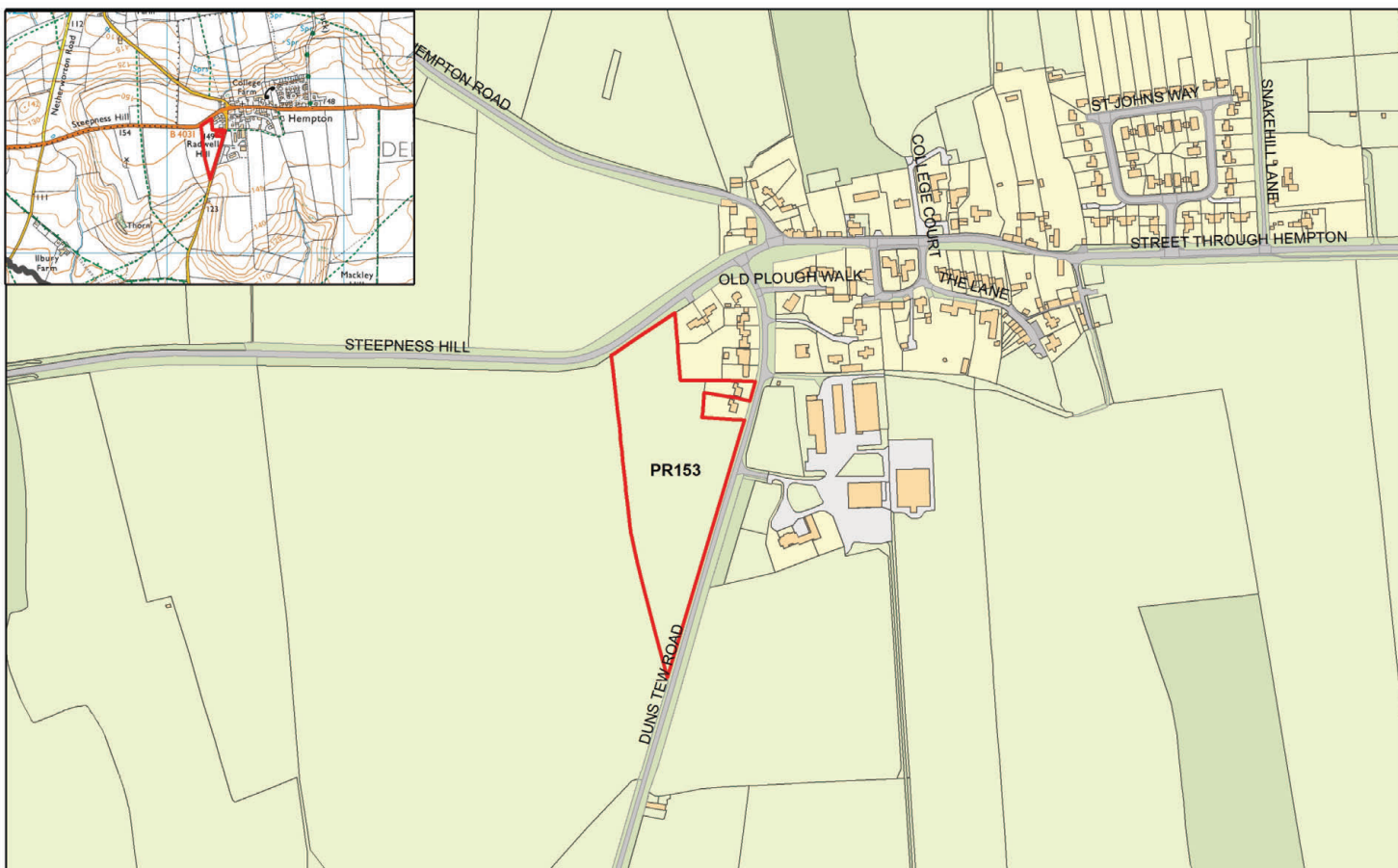




Site PR53 - Heathfield

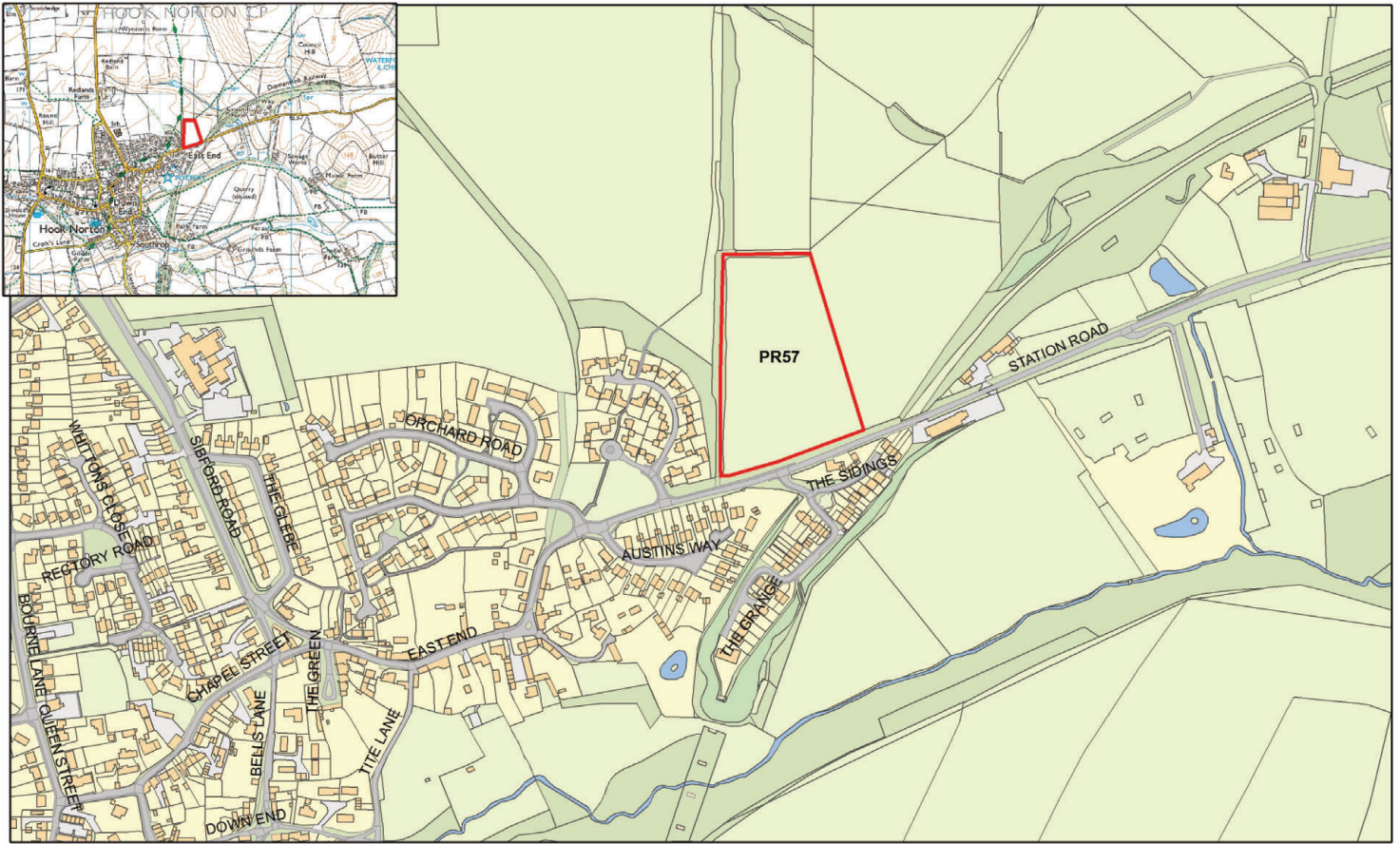


Site PR153 - Hempton

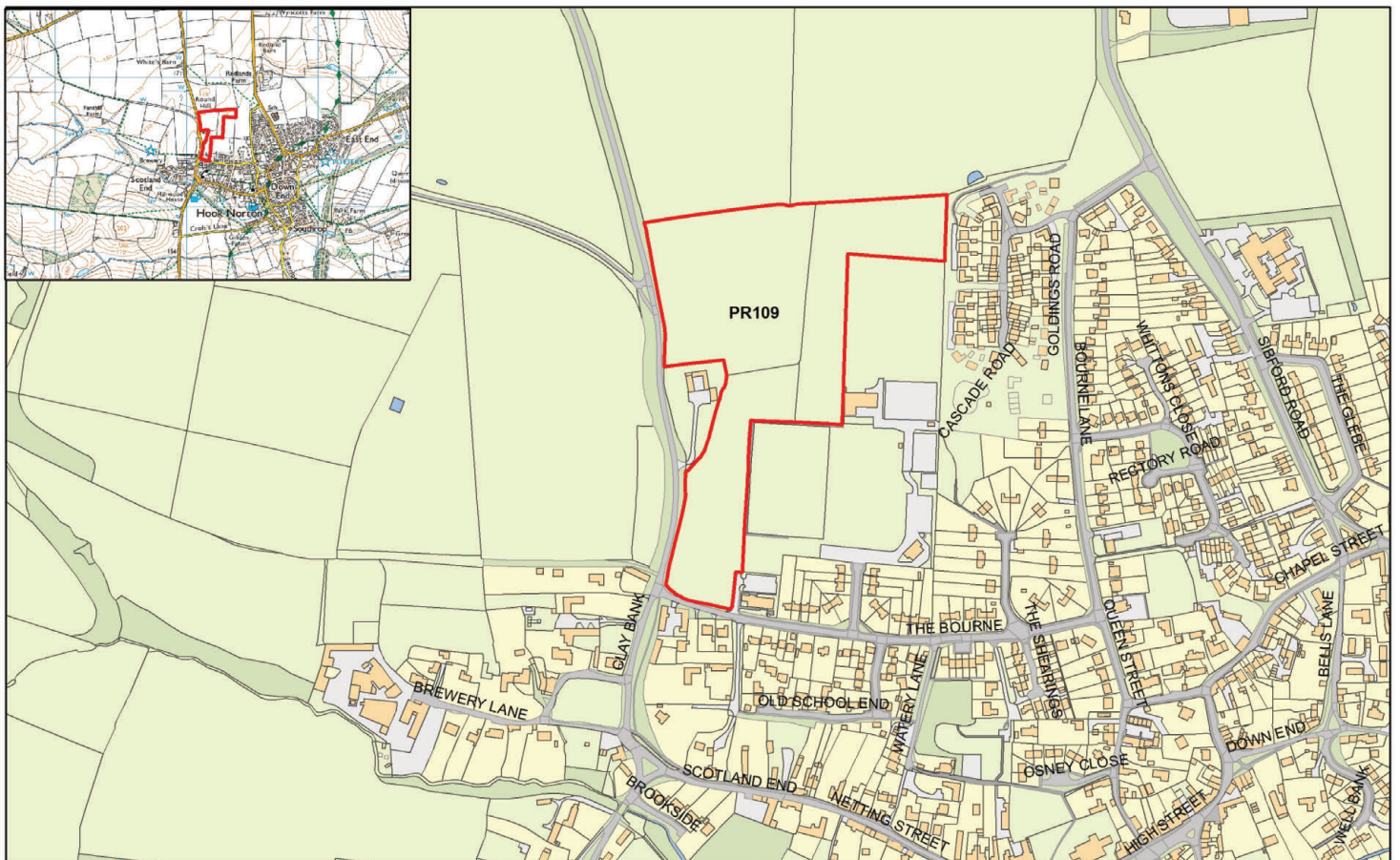




Site PR57 - Hook Norton

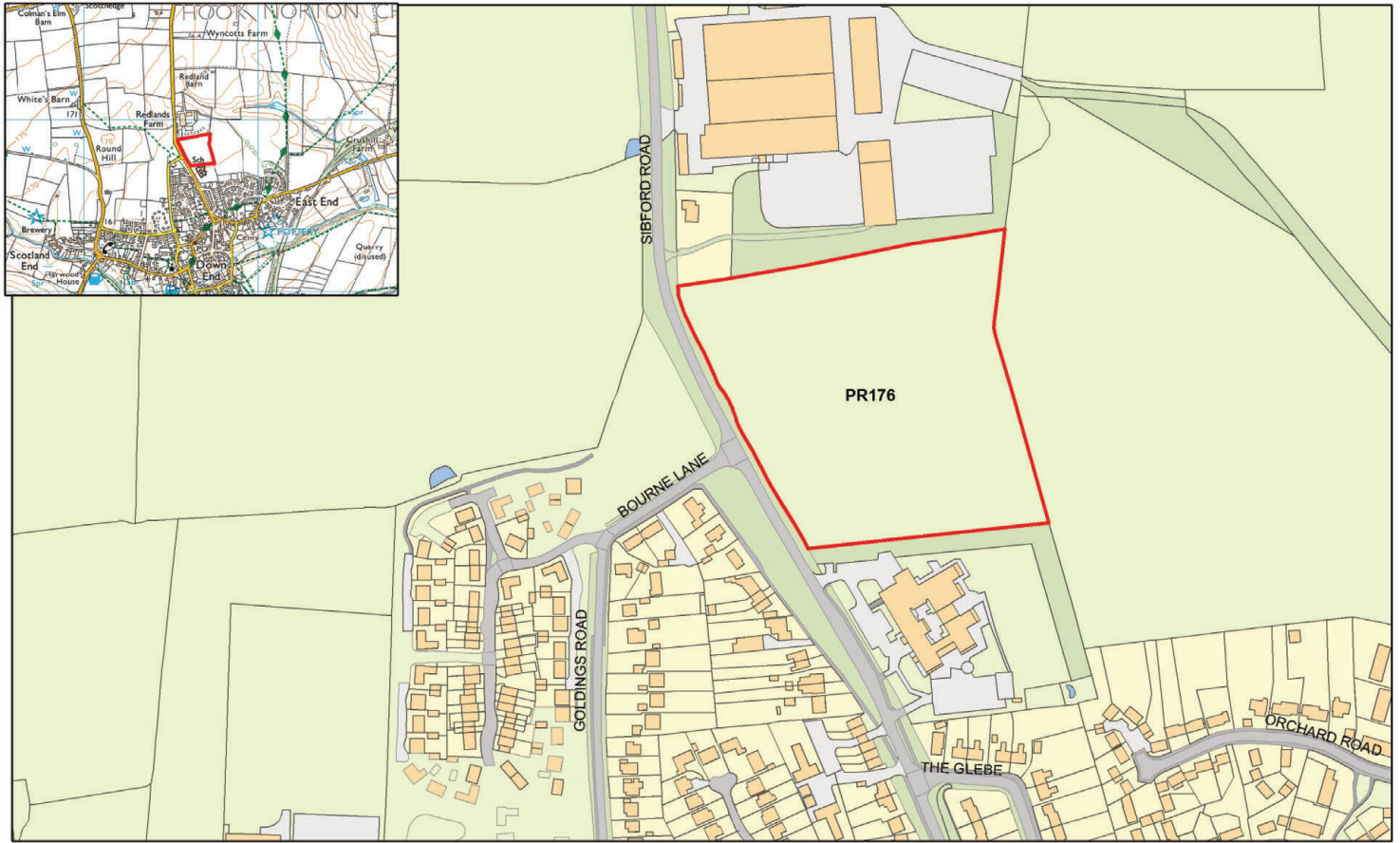


Site PR109 - Hook Norton

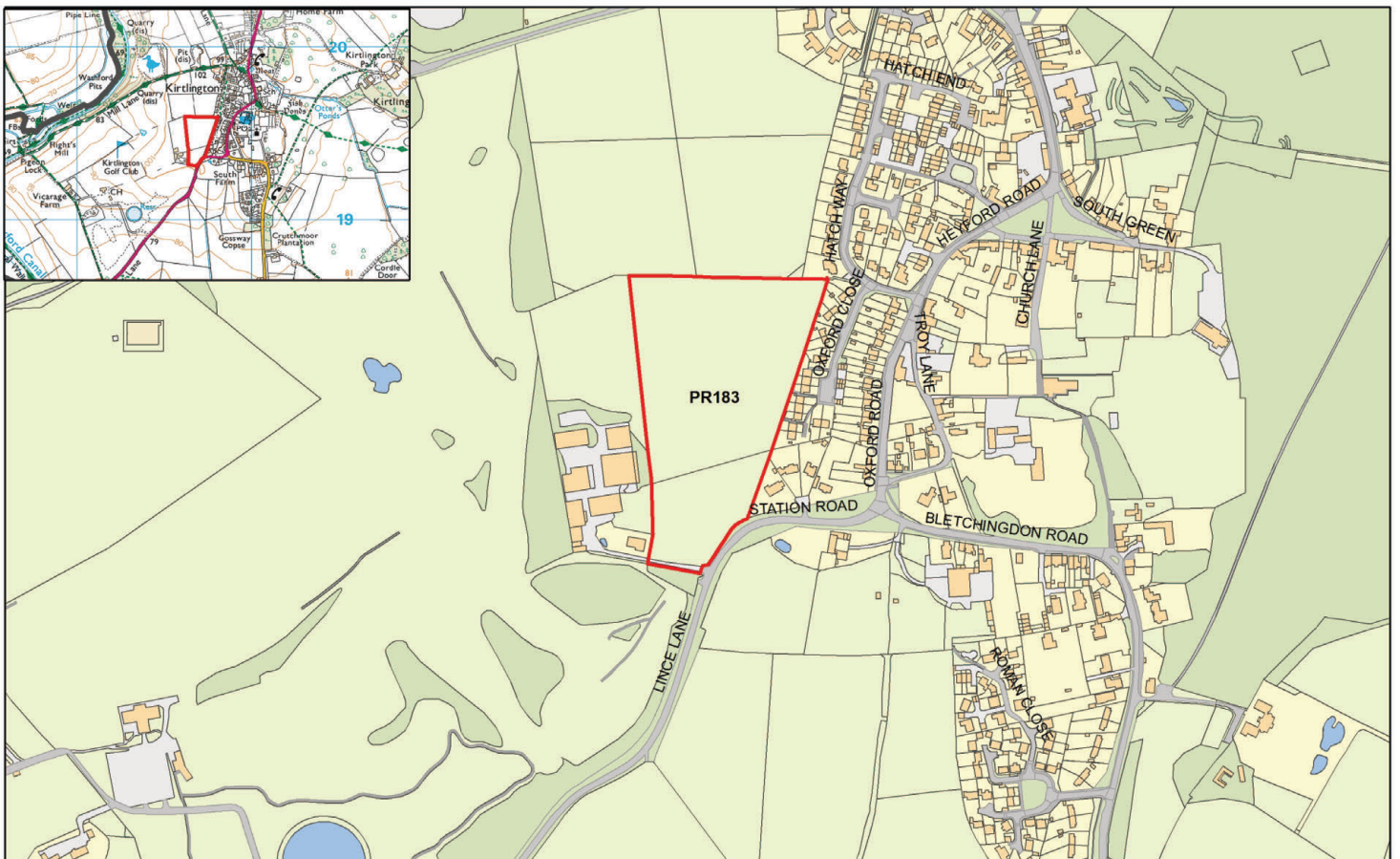




Site PR176 - Hook Norton

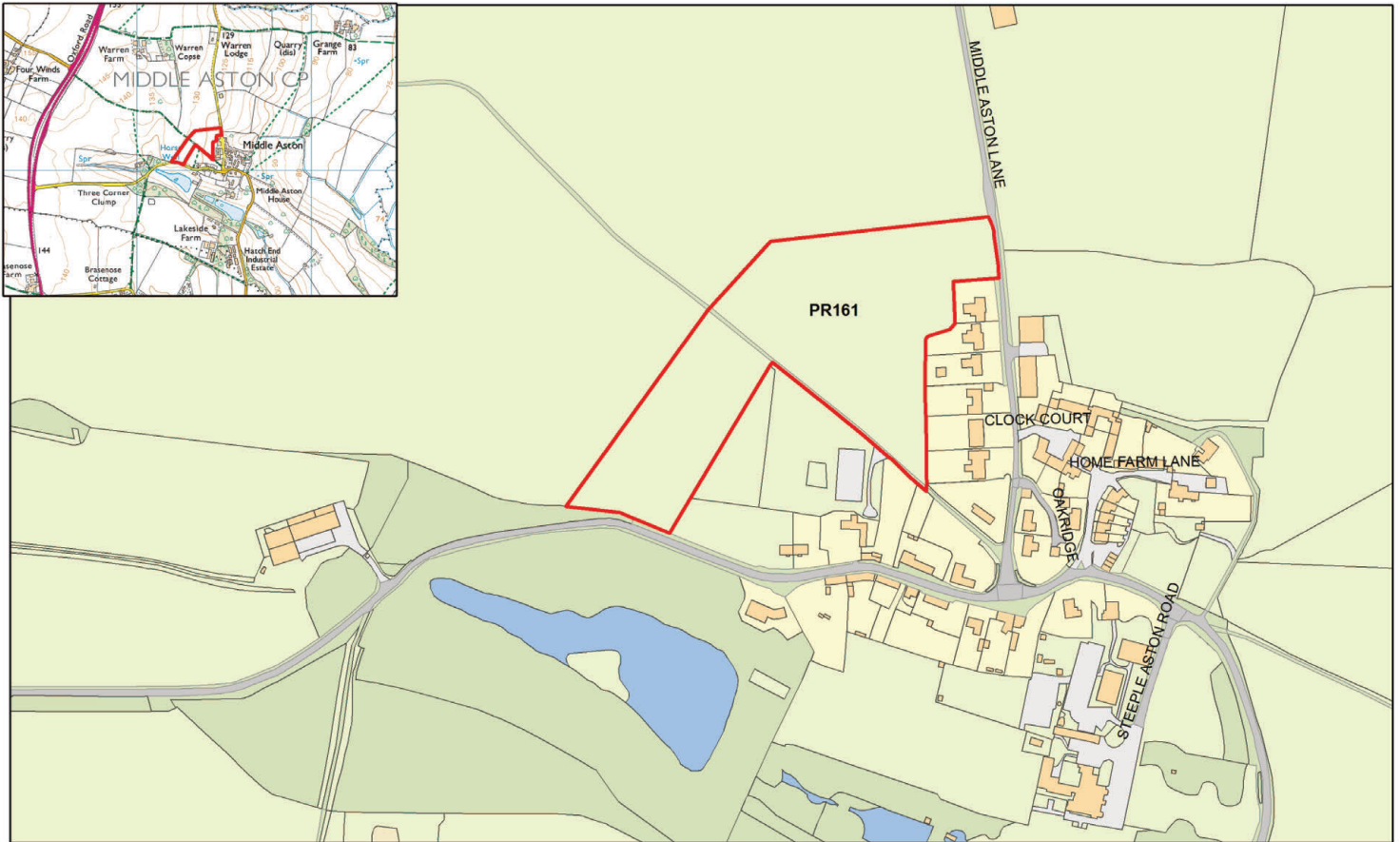


Site PR183 - Kirtlington

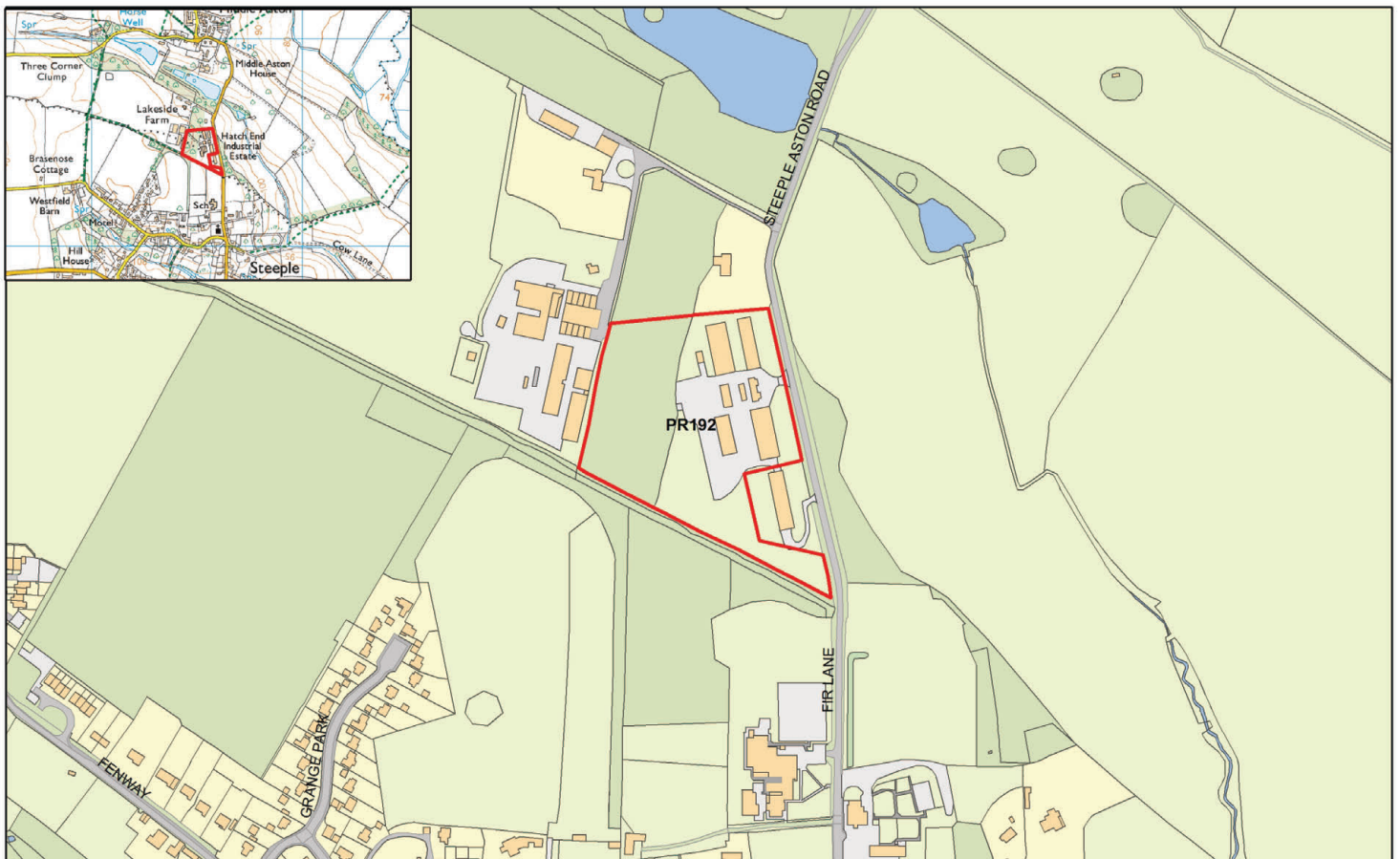




Site PR161 - Middle Aston

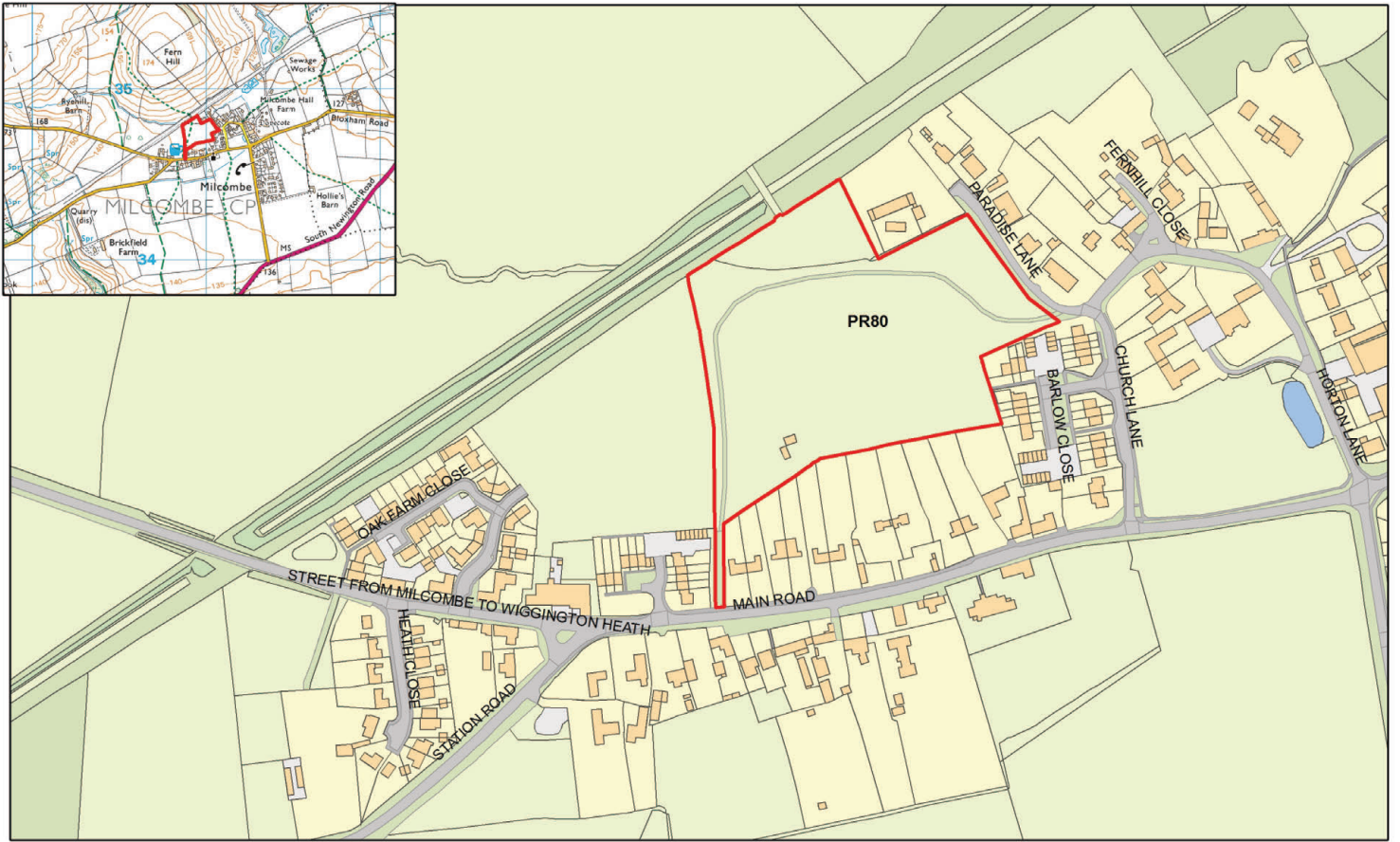


Site PR192 - Middle Aston

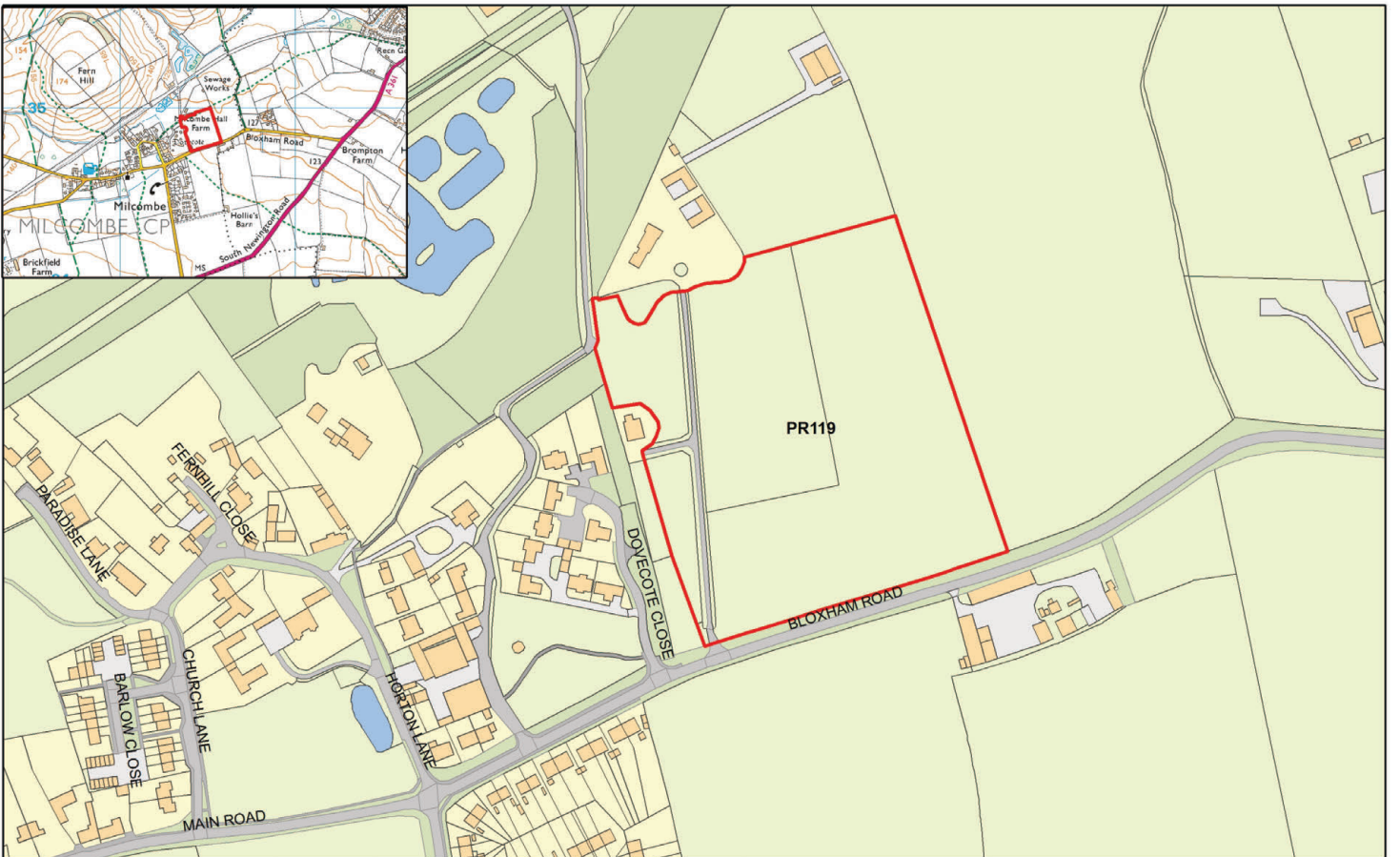




Site PR80 - Milcombe

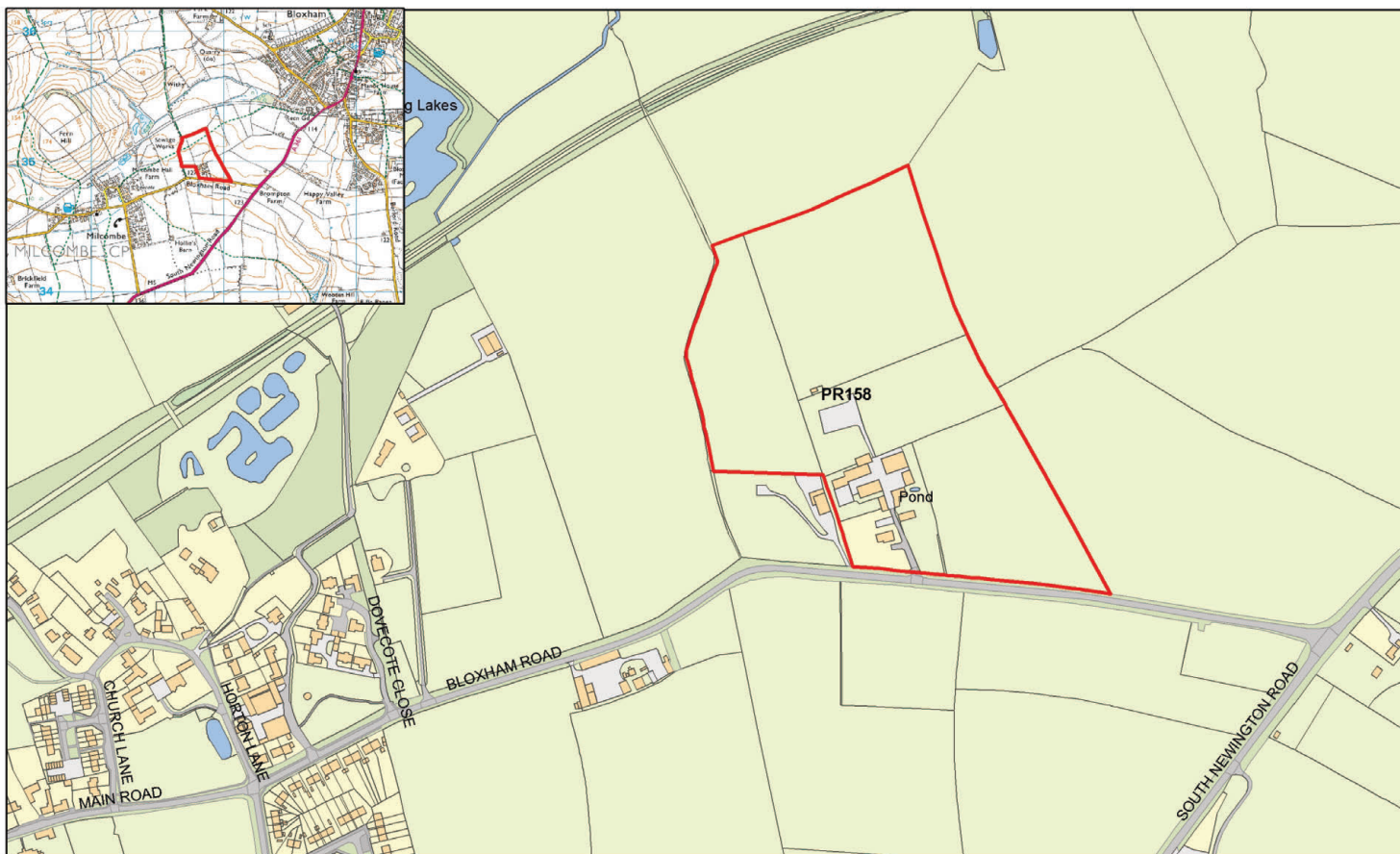


Site PR119 - Milcombe

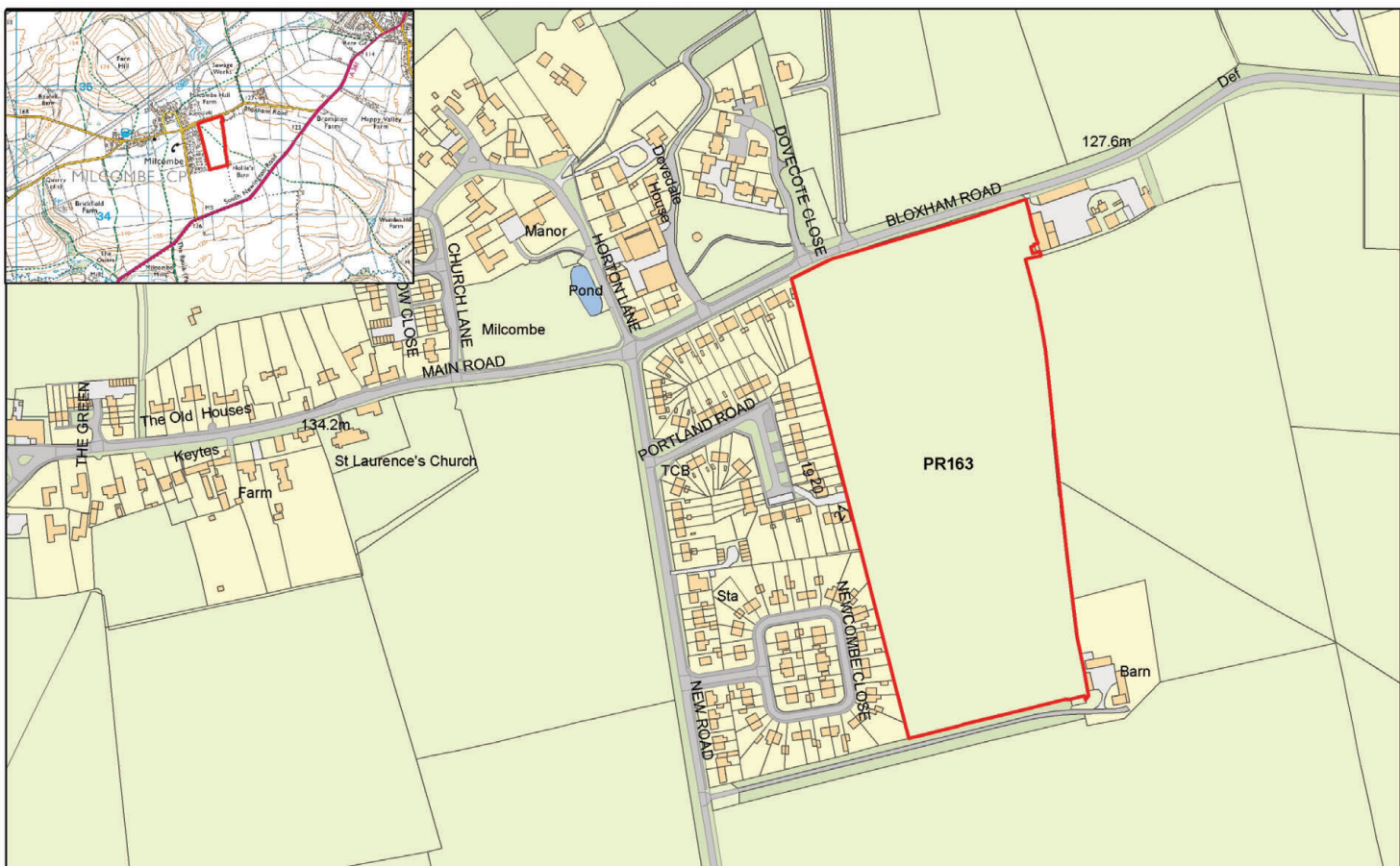




Site PR158 - Milcombe

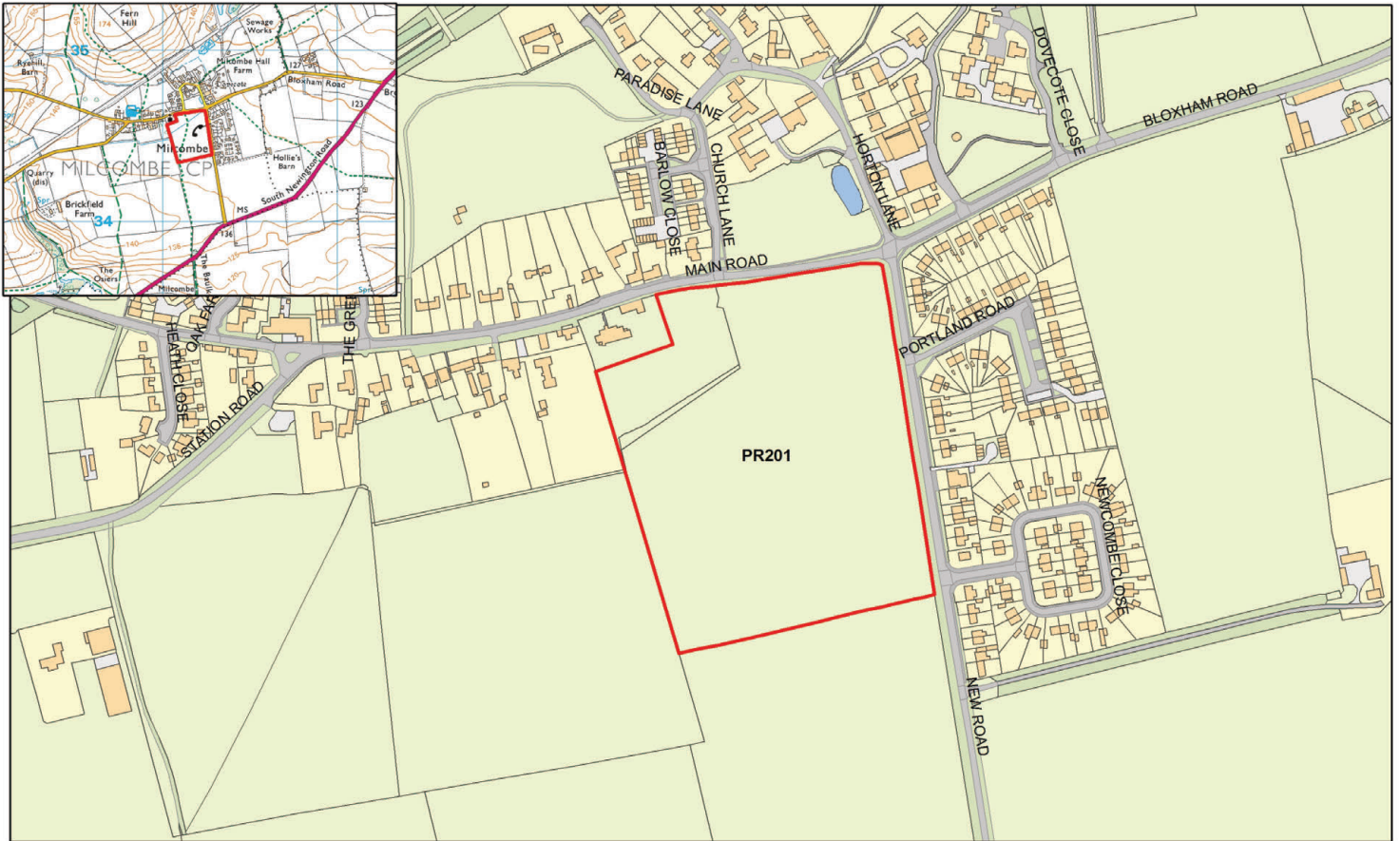


PR163 - Milcombe

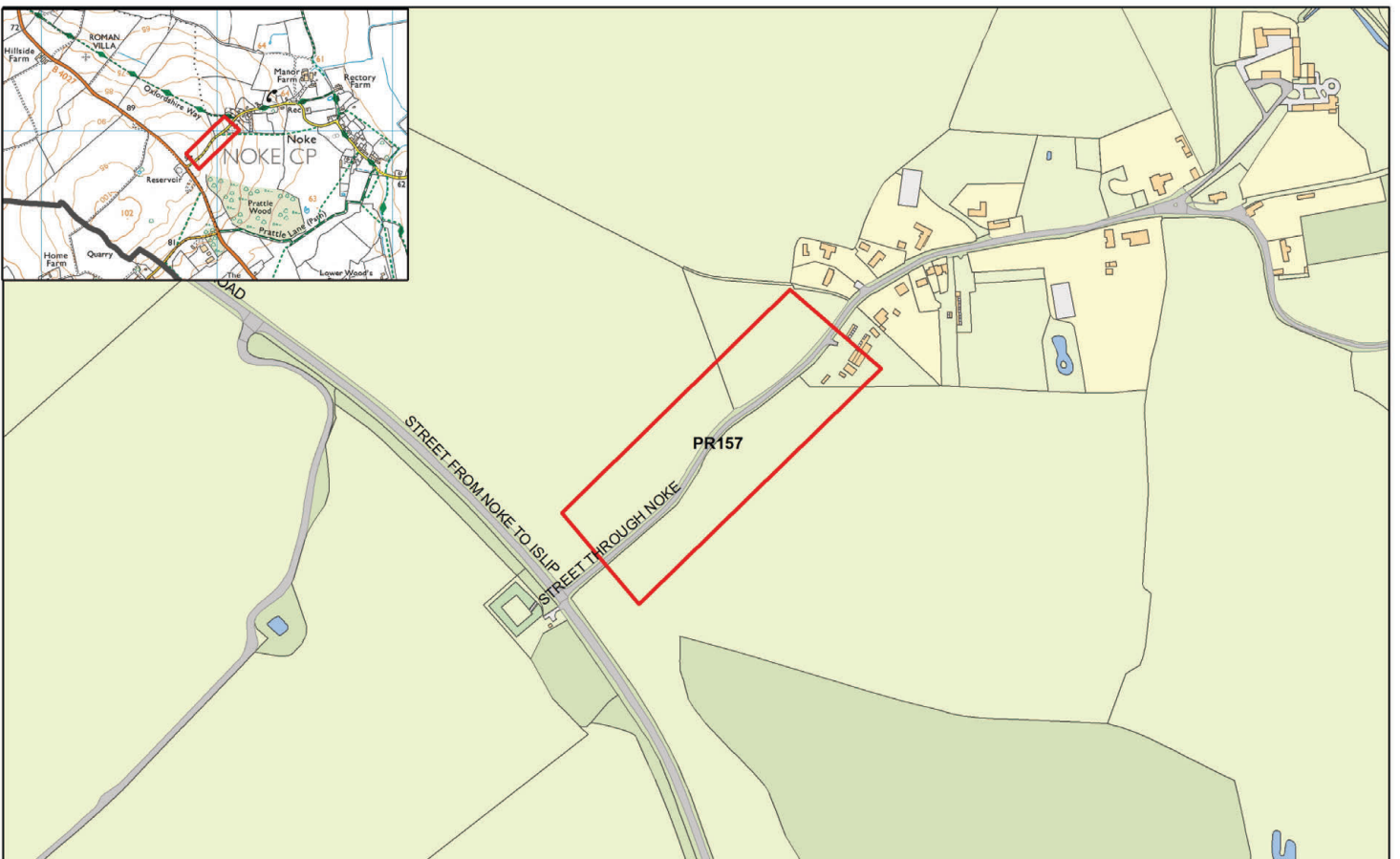




Site PR201 - Milcombe

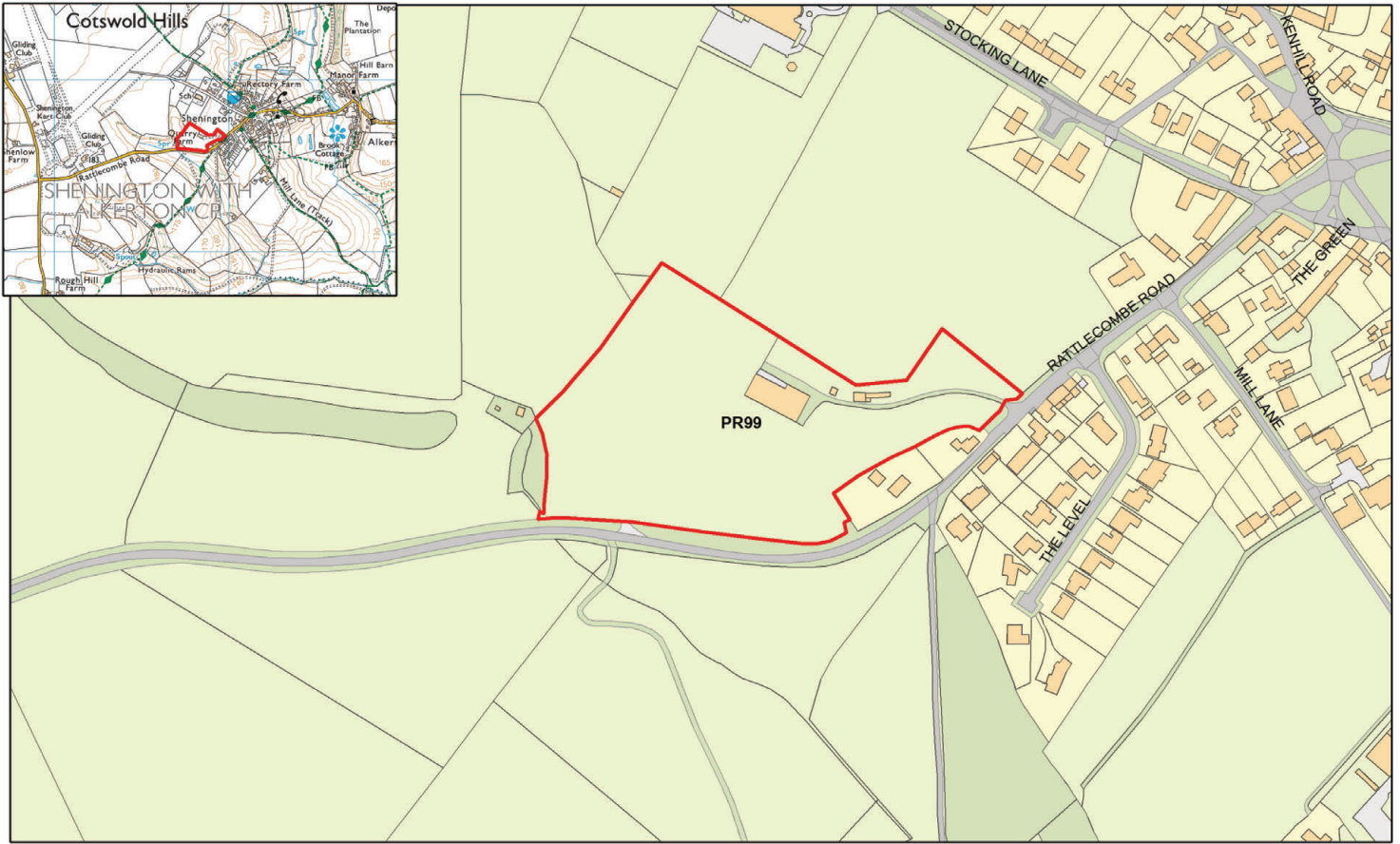


Site PR157 - Noke

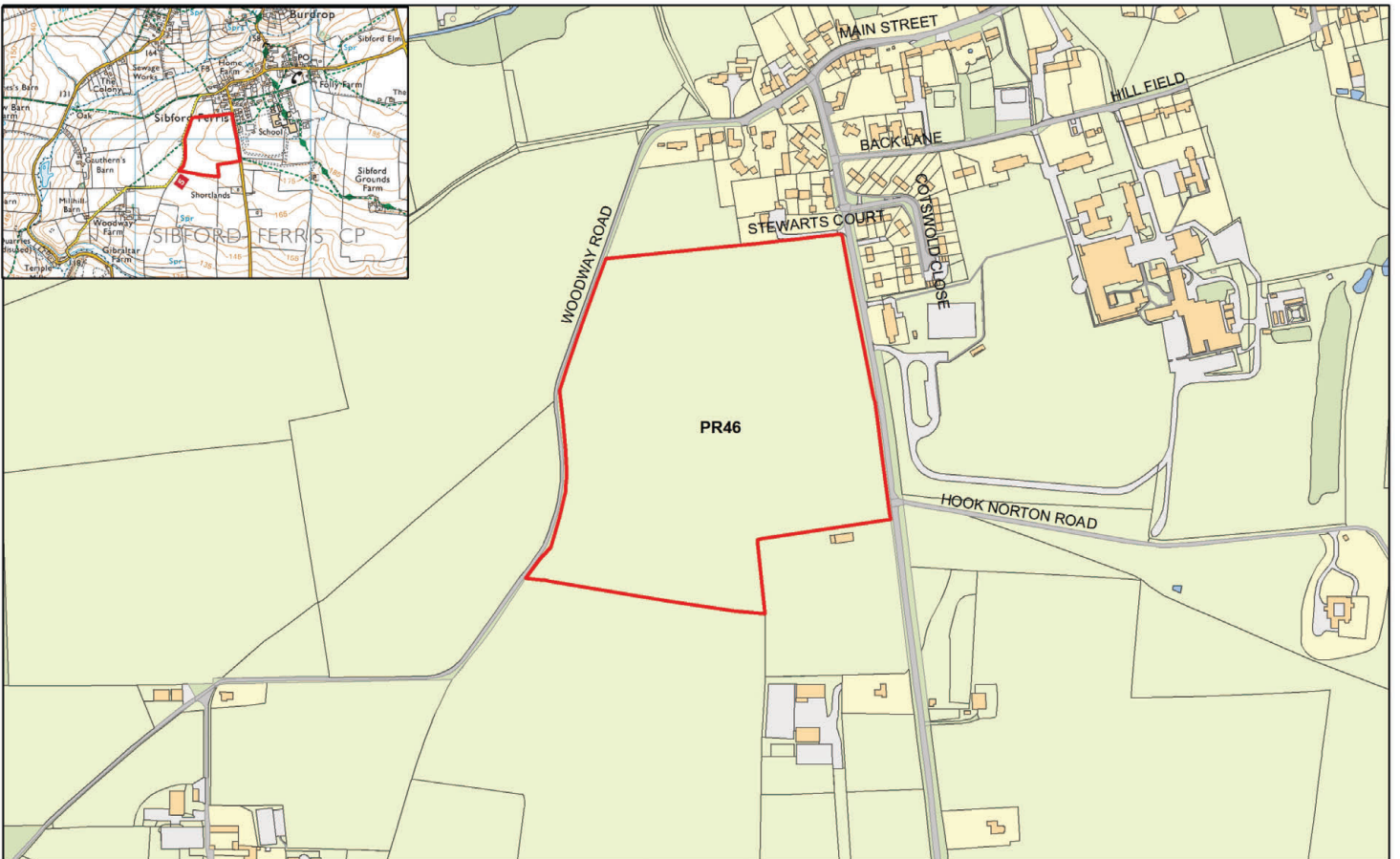




Site PR99 - Shenington

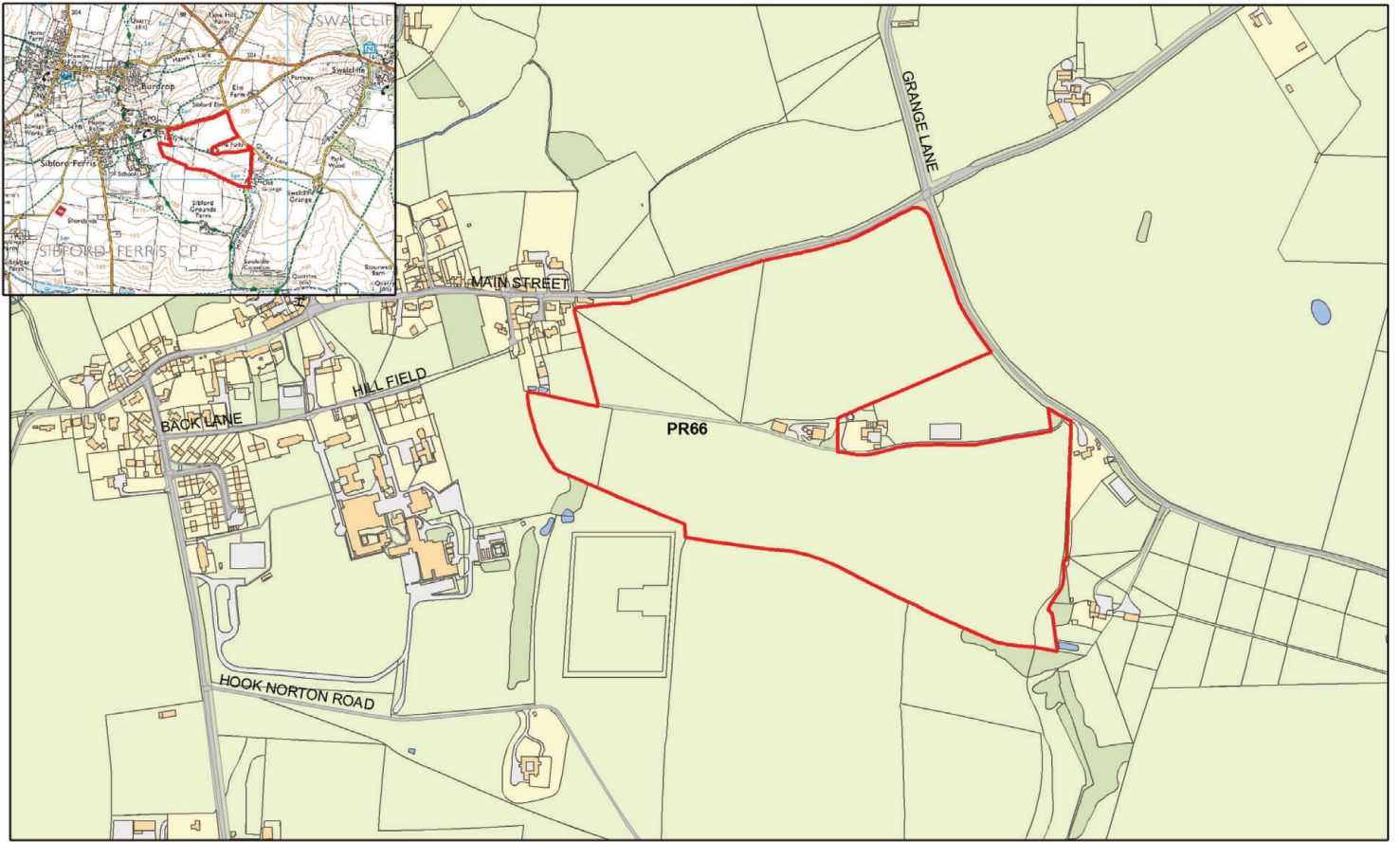


Site PR46 - Sibford Ferris

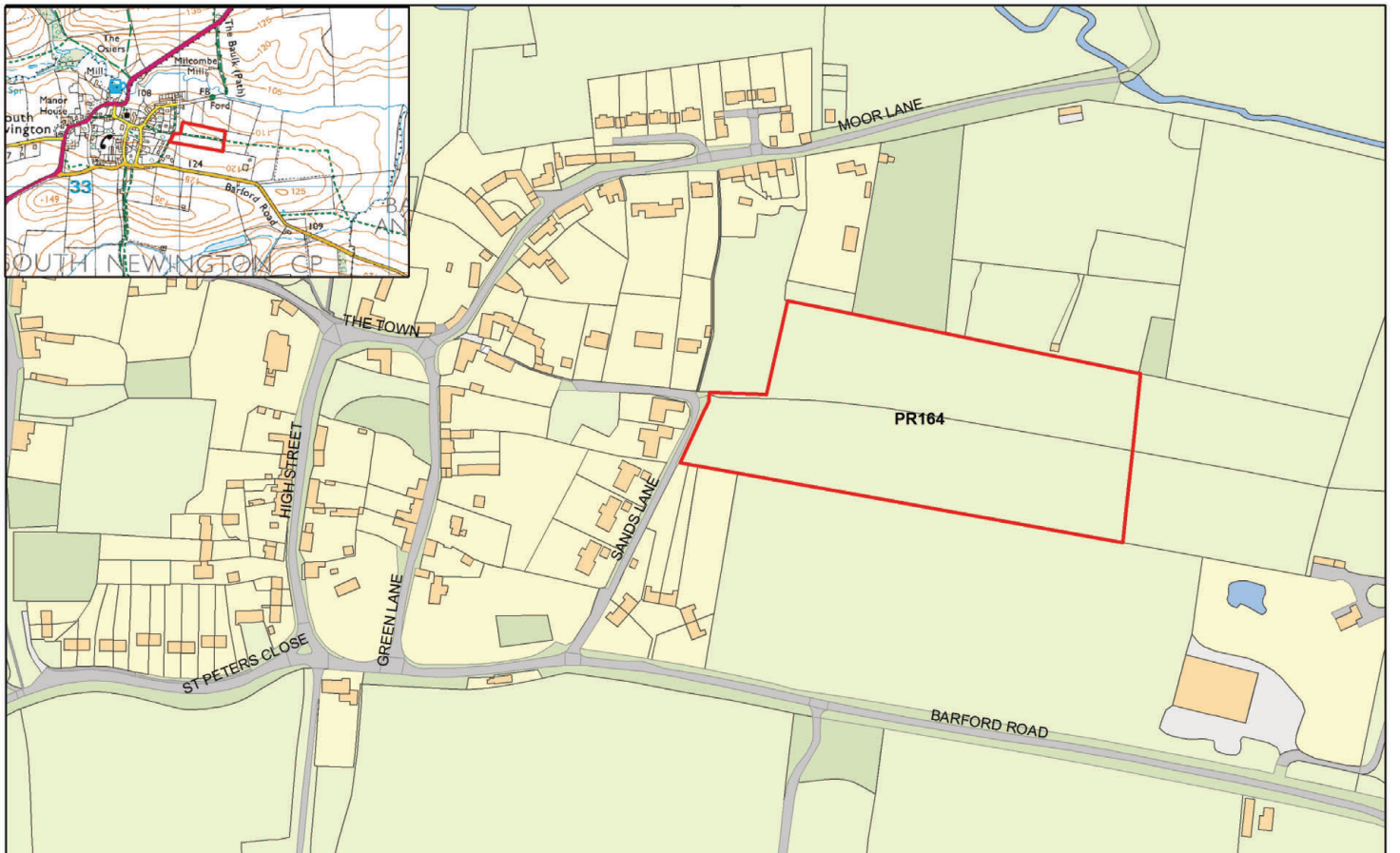




Site PR66 - Sibford Ferris

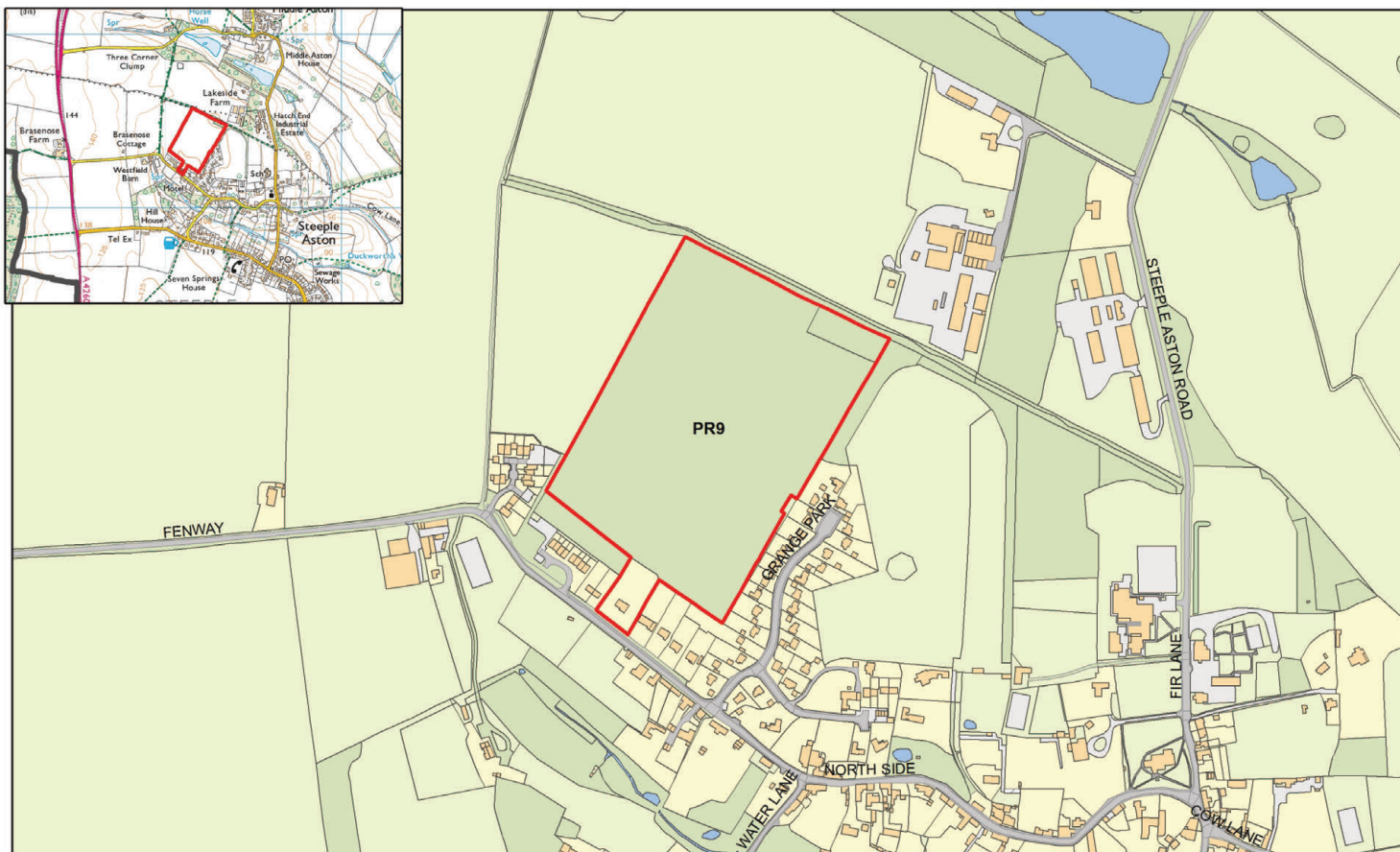


Site PR164 - South Newington

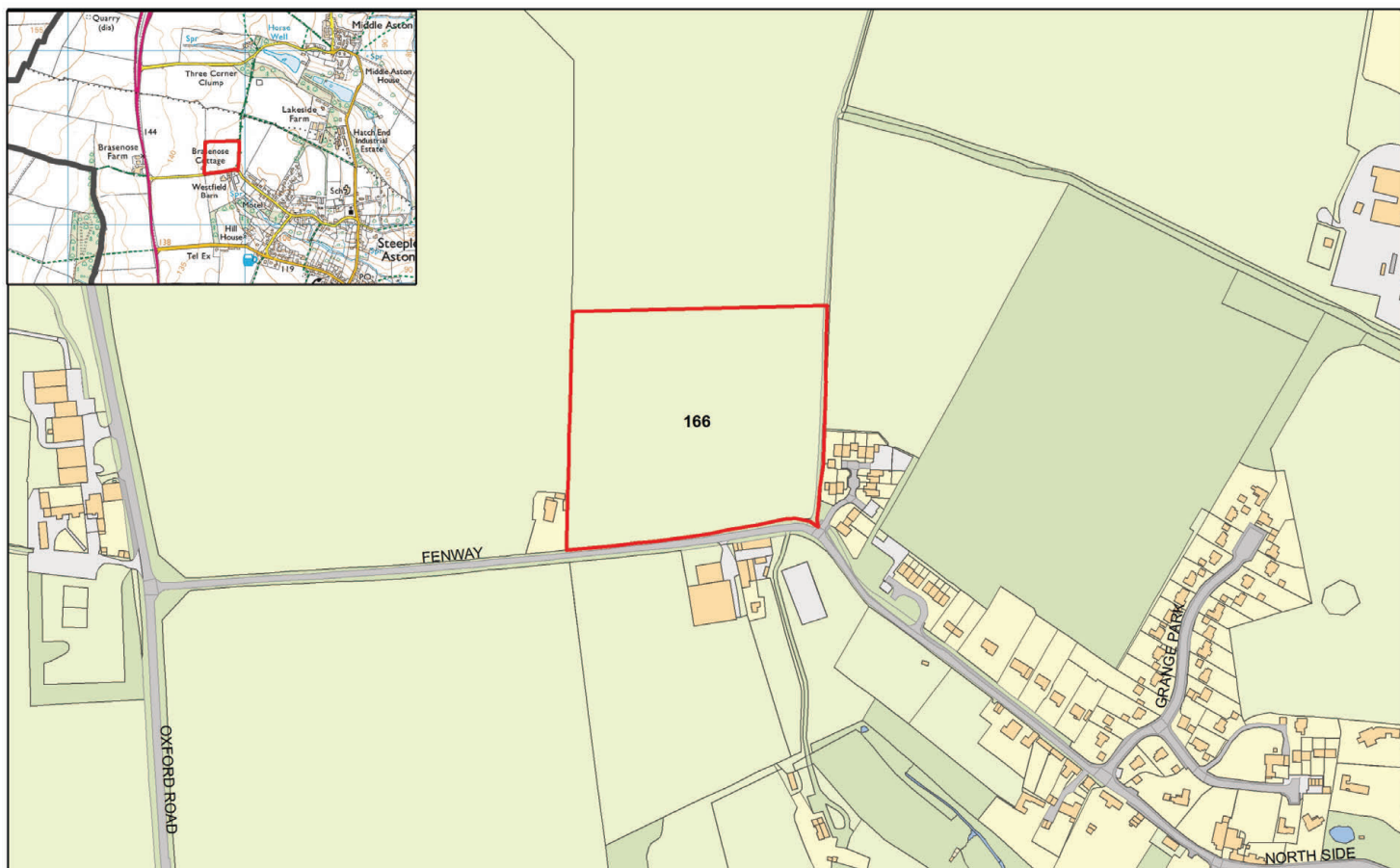




Site PR9 - Steeple Aston

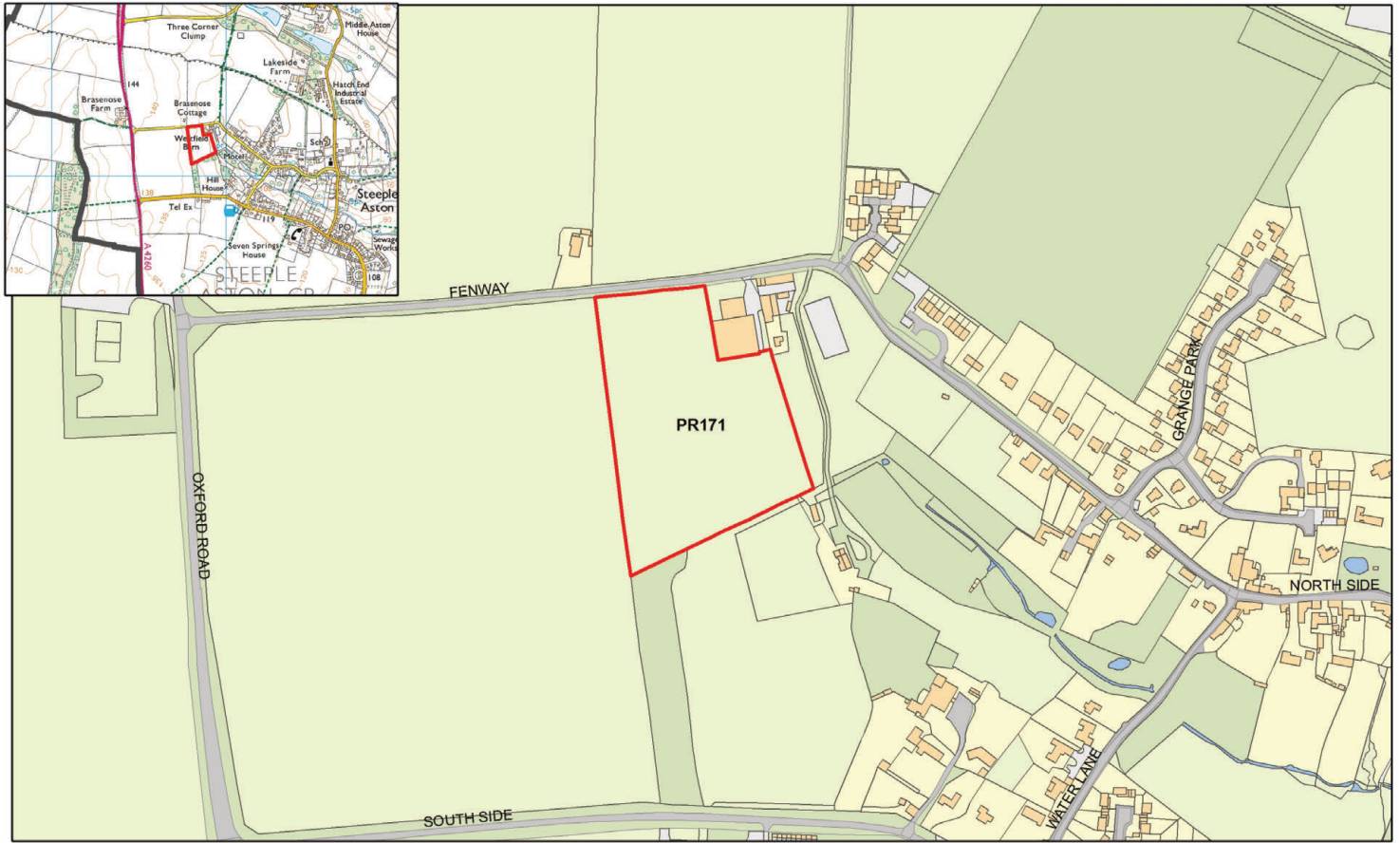


Site PR166 - Steeple Aston

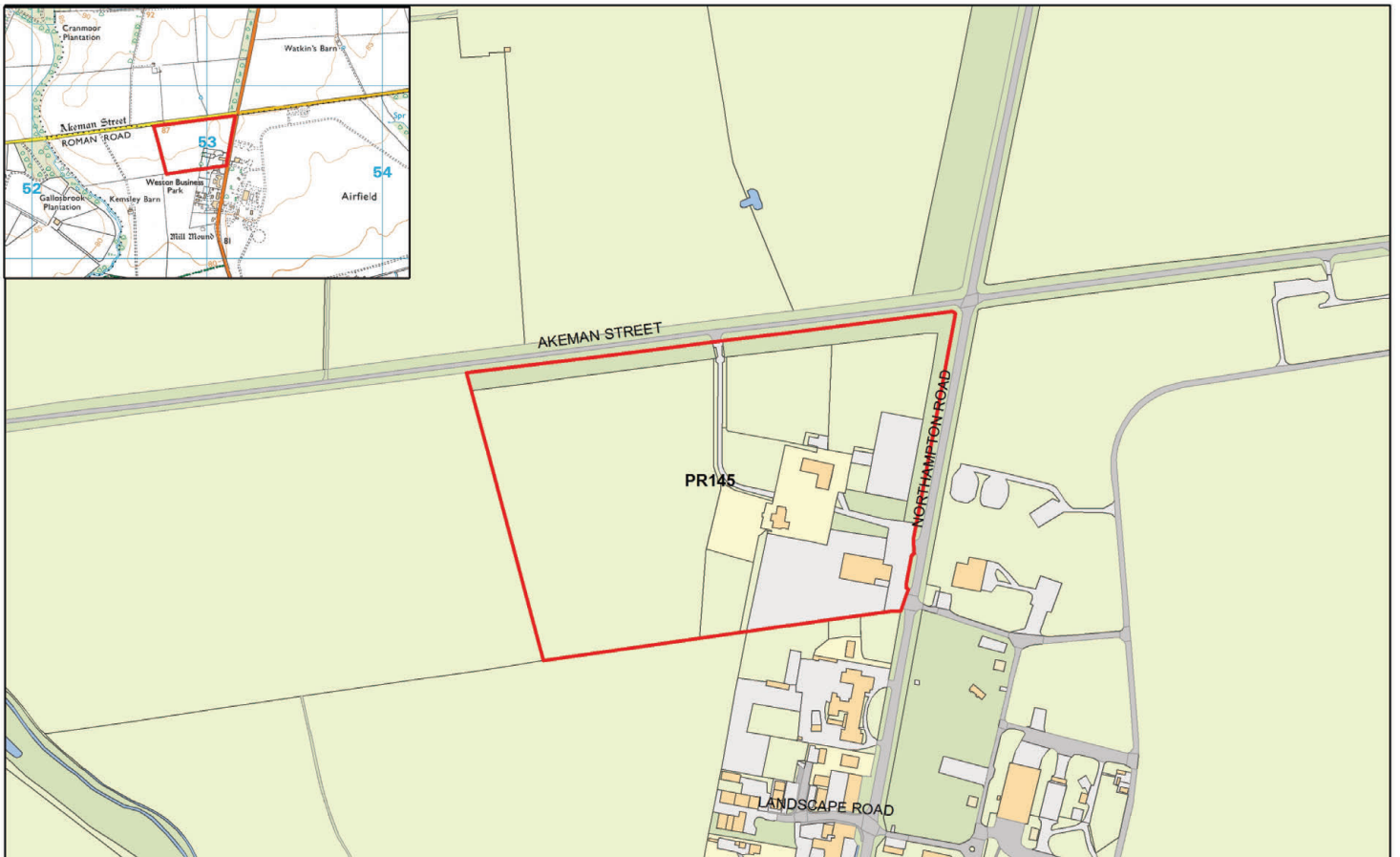




Site PR171 - Steeple Aston

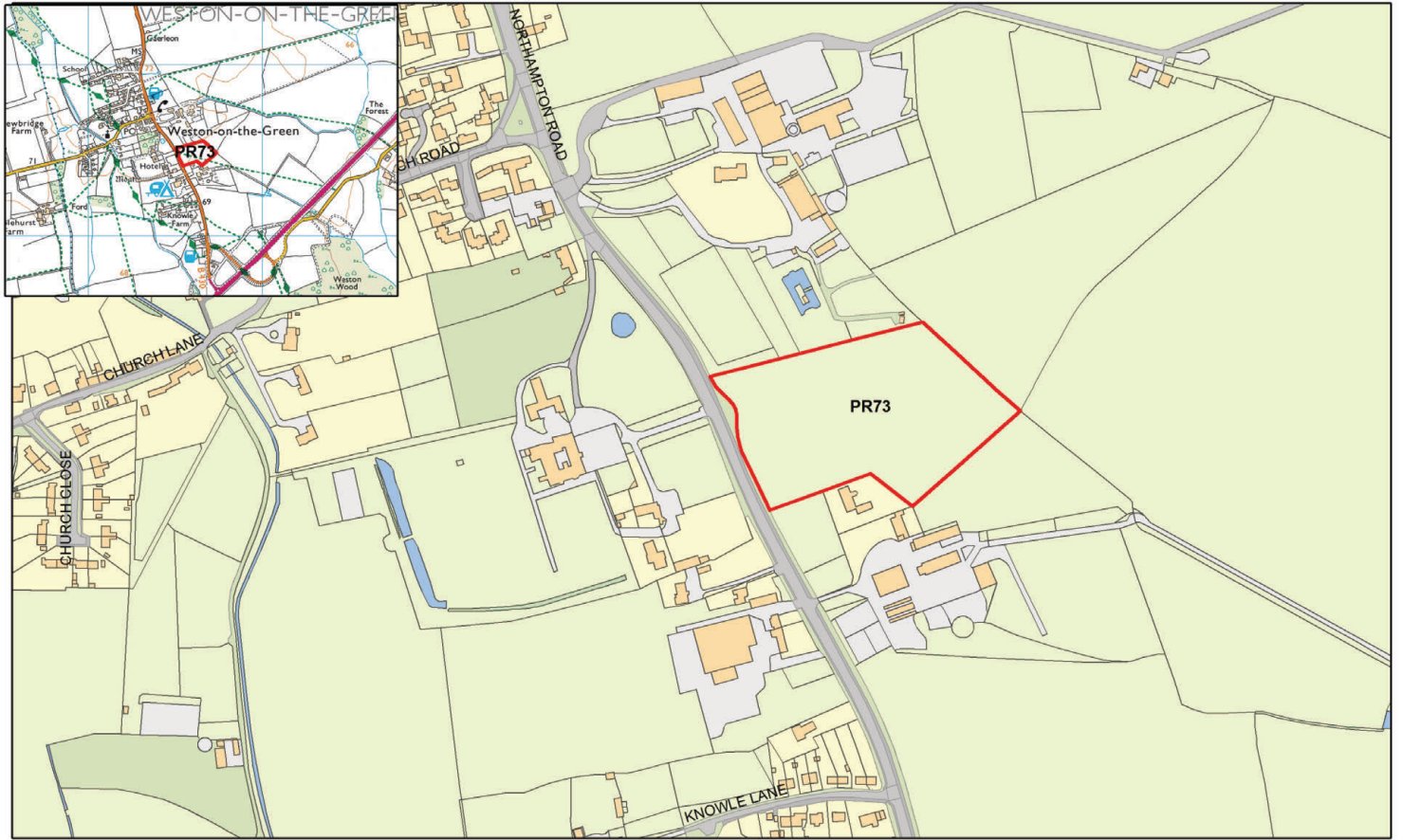


Site PR145 - Weston on the Green

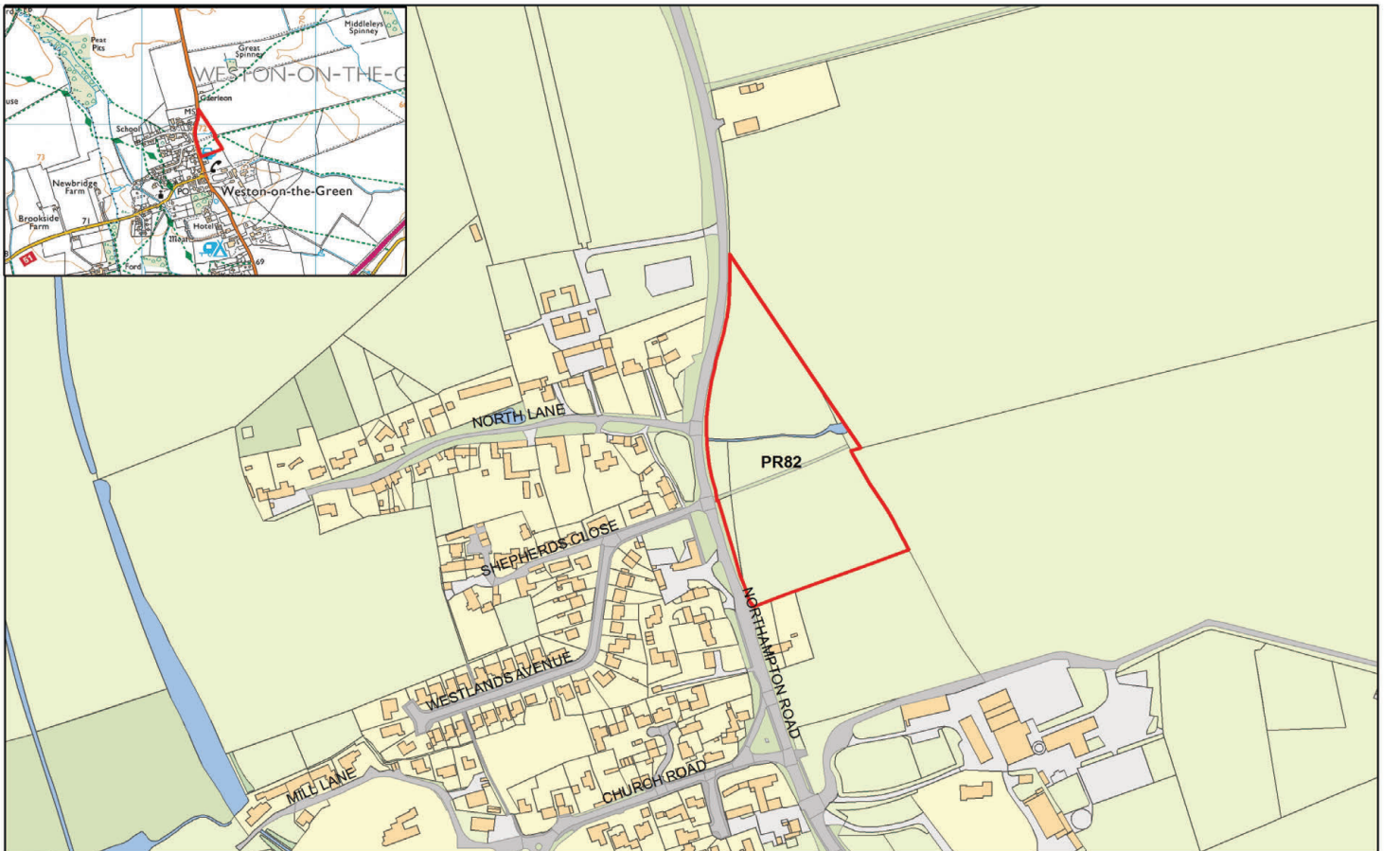




Site PR73 - Weston on the Green

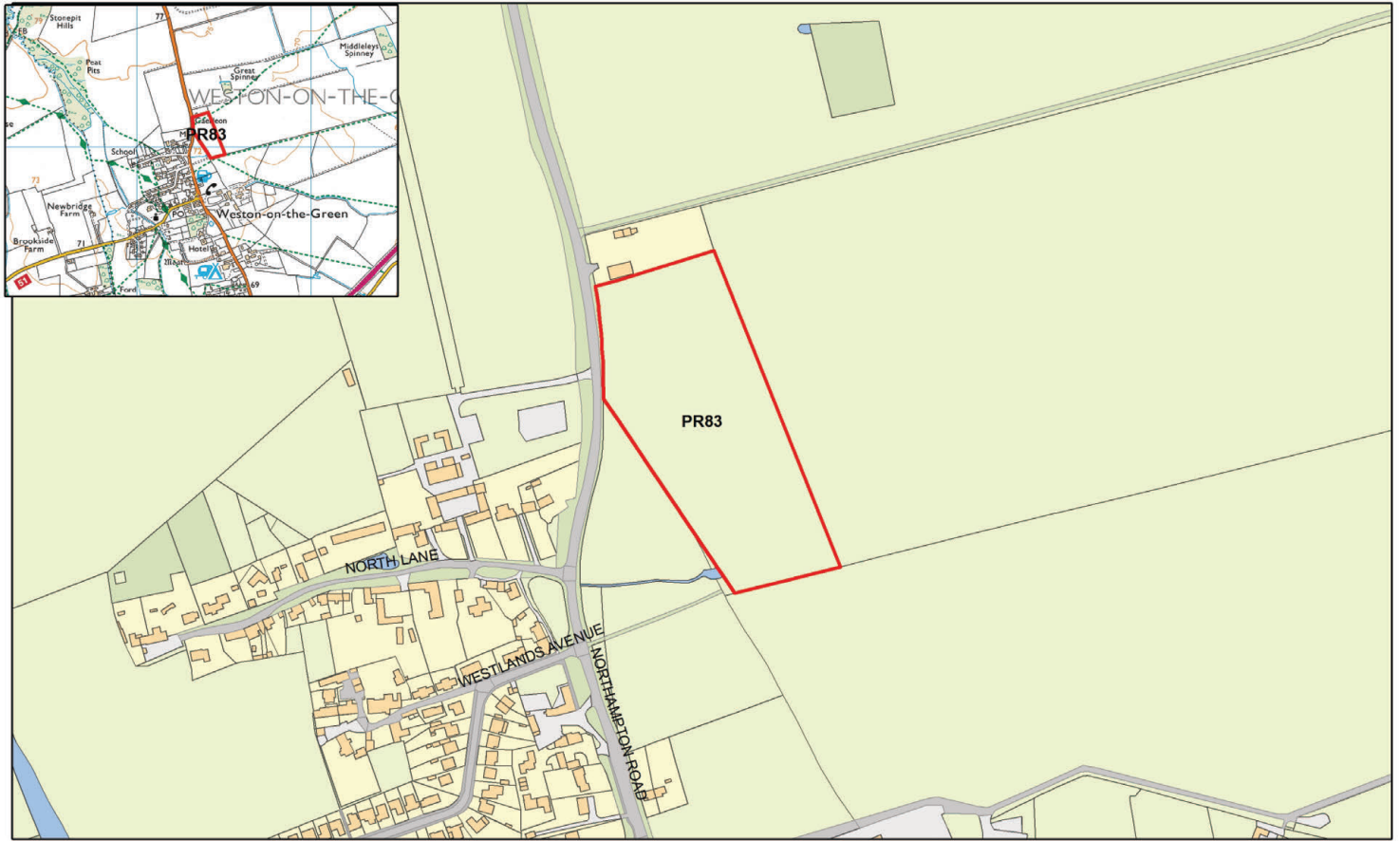


Site PR82 - Weston on the Green

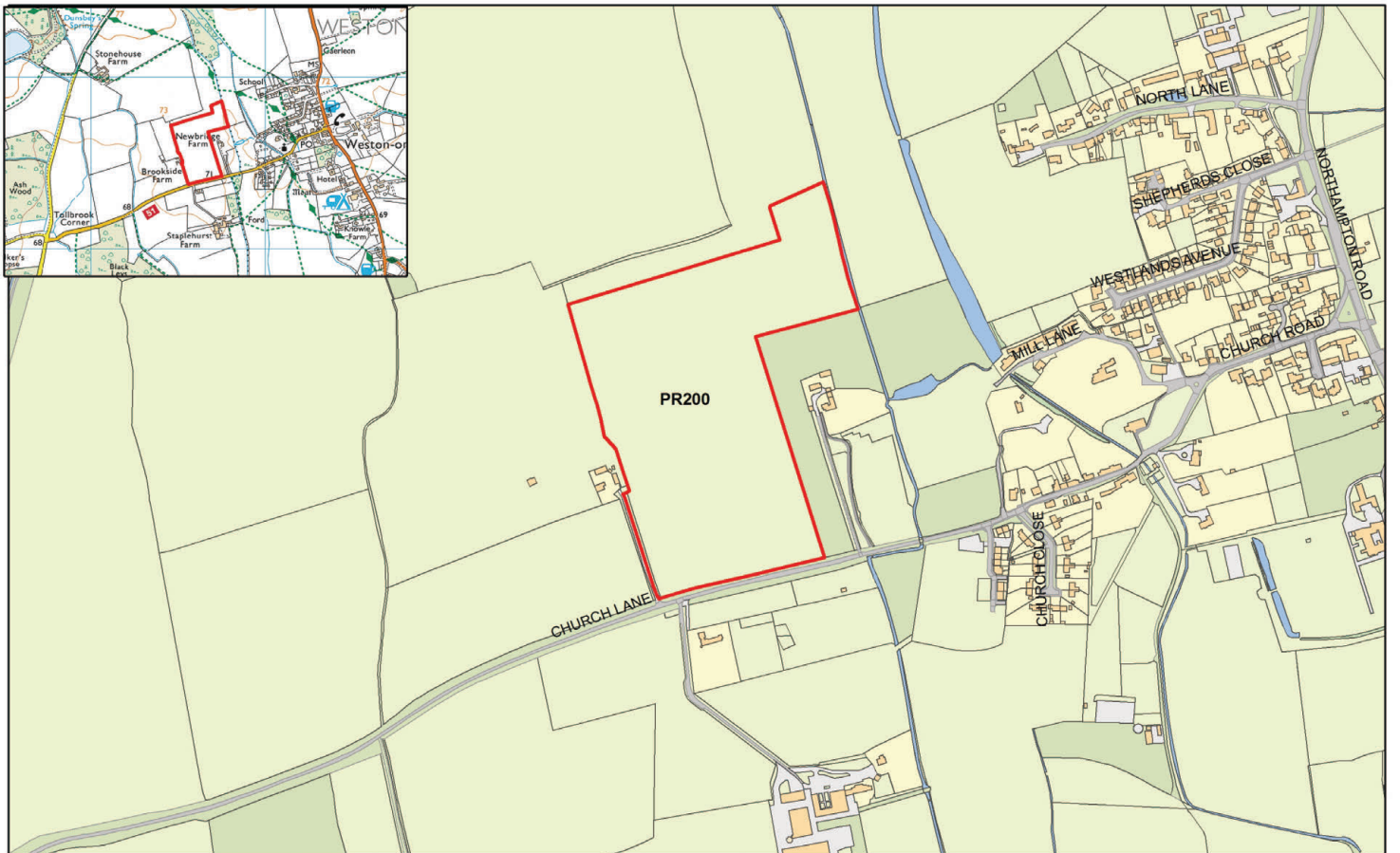




Site PR83 - Weston on the Green

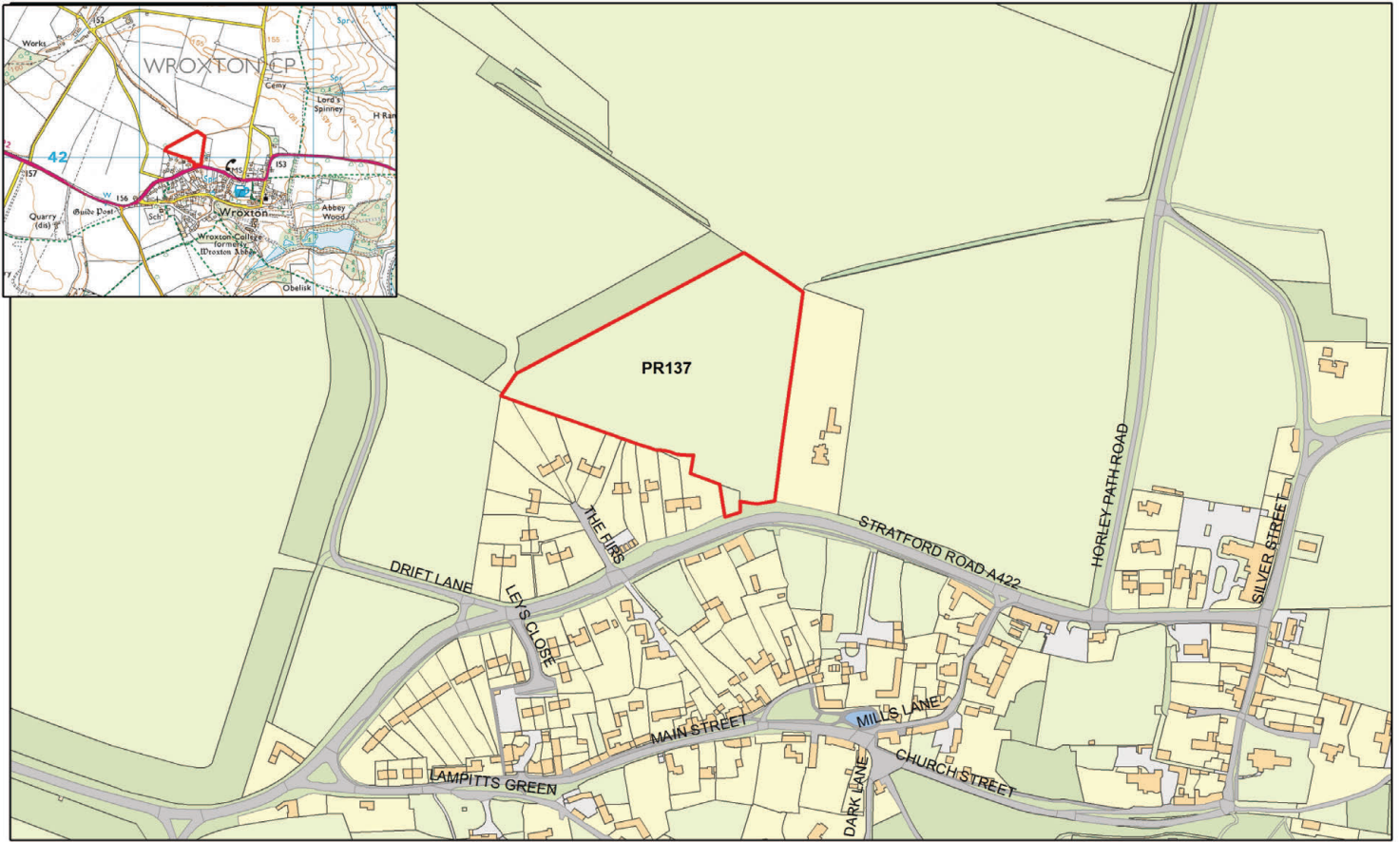


Site PR200 - Weston on the Green

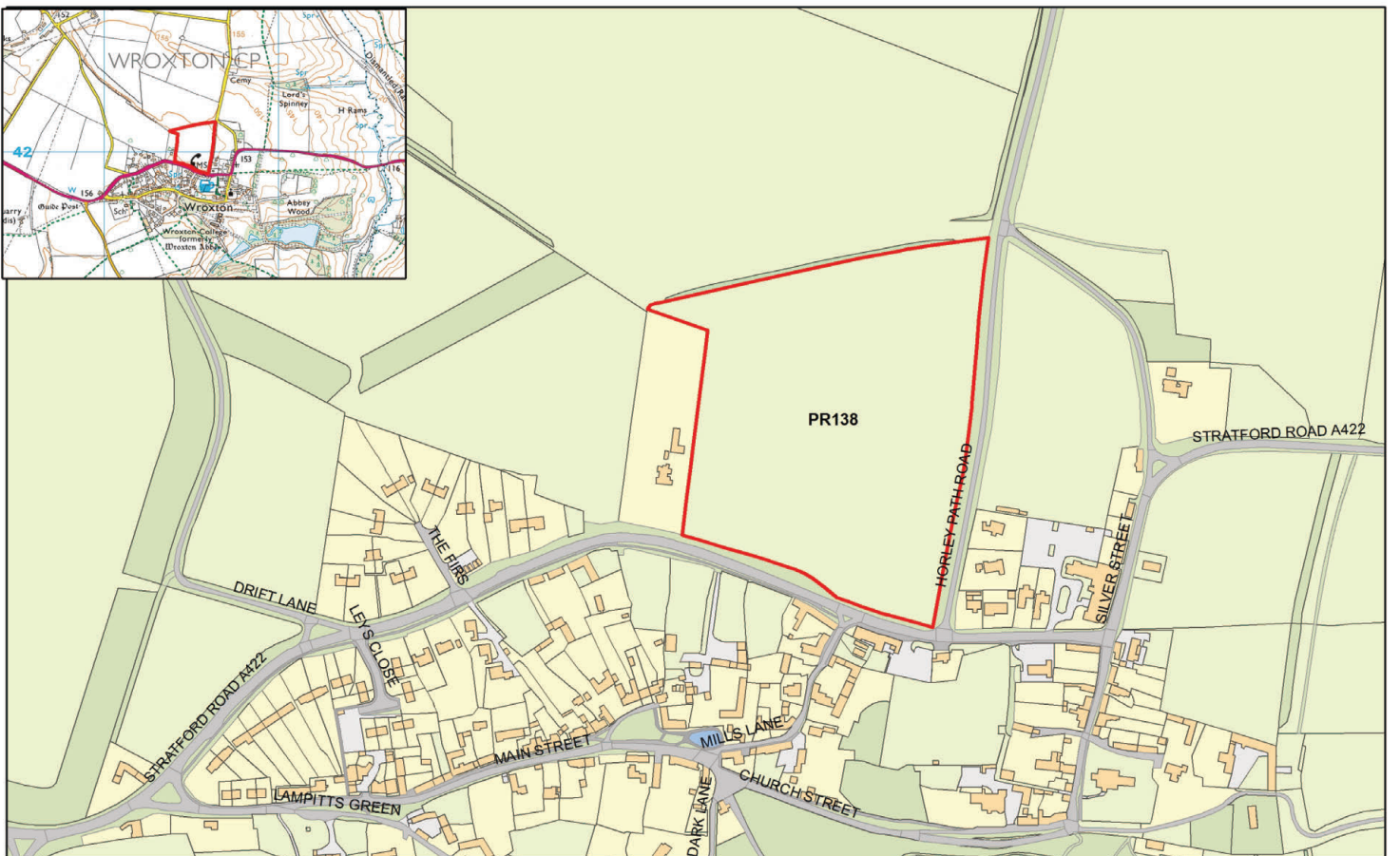




Site PR137 - Wroxton



Site PR138 - Wroxton



Appendix 2 - Glossary

Phrase	Definition
Adoption	The formal approval, after independent examination, of the final version of a Local Plan by a local planning authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Annual Monitoring Report (AMR)	A report produced assessing progress of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change
Area of Outstanding Natural Beauty (AONB)	Areas of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. A small area of the Cotswolds AONB falls within the District.
Biodiversity	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.
Conservation Area	A locally designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.

Phrase	Definition
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted.
Flood Zones	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b).
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.

Phrase	Definition
Local Development Scheme (LDS)	A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these documents.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision. The Cherwell Local Plan Part I was adopted in July 2015 and is available on the Council's website.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies.
National Planning Practice Guidance (NPPG or PPG)	The Government's planning guidance supporting national planning policy
Objectively Assessed Need (OAN)	The scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period. The assessment of development needs is an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints.
Oxford/Cambridge corridor	A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Performance Engineering	Advanced manufacturing / high performance engineering encompasses activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other.

Phrase	Definition
Planning & Compulsory Purchase Act 2004	This Act amended the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents.
Policies Map	Maps of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
Starter Homes	A new national scheme relating to homes for first time home buyers under the age of 40, available for sale at a minimum 20% discount below open market value, which are exempt from developer contributions. The price reduction is to last for 5 years after which they homes are resellable at full market rate.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Flood Risk Assessment (SFRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.
Housing and Employment Land Availability Assessment (HELAA)	An assessment of the land capacity across the District with the potential for housing and employment generating development.

Phrase	Definition
Strategic Housing Market Assessment (SHMA)	SHMAs are studies required by Government of local planning authorities to identify housing markets, and their characteristics, that straddle District boundaries. Their purpose is to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy.
Submission	The stage at which a Development Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide guidance to supplement the policies and proposals in Development Plan Documents.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Windfalls	Unidentified sites that are approved for development.

