

5.0 Movement and connectivity

5.1 Road network

Kidlington is well connected to the strategic road network. It is located between the A44, to the west, which heads north-west towards Chipping Norton, the A34 to the east which leads to Junction 9 of the M40 and Bicester and the A40 to the south that carries traffic to the West Country and south Wales and the M40 at junction 8 to the east. The roads converge at the Pear Tree and Wolvercote roundabouts at the northern edge of Oxford with significant congestion experienced during peak times. To relieve this congestion Oxfordshire County Council is proposing a series of improvements in the area. Of particular relevance to Kidlington is a new link road between the A40 and A44, bypassing the Peartree roundabout, and a North Oxford bypass between the A4260, A34 and A40.

The village is located on the Oxford to Banbury Road (A4260) which runs broadly north-south and forms the movement spine through the centre of the village. Banbury lies 17 miles to the north, and Oxford 5 miles to the south.

The A4260 is used by through traffic and local traffic with annual average daily motor vehicle flows of 13,400 vehicles in 2014 down from a peak of 16,000 in 2002. Cars and taxis make up the greatest proportion of traffic (81%) and there is a noticeably higher proportion of light goods vehicles (15%) than the A44 and A34. HGVs account for 3% of flows in comparison to 11% on the A34 and 4% on the A44. (Source: DfT traffic count data www.dft.gov.uk/traffic-counts).

The character of the A4260 reflects its strategic highways function:

- The road speed is generally 30mph through the village (from Langford Lane to near Gosford Hill School), increasing to 40mph on the outskirts Village Centre. The road generally has a single carriageway in either direction, with slip lanes on the approach to junctions and central reservations. South of the junction with Bicester Road, and to the north of Benmead Road the road corridor widens to accommodate verges, service roads and a bus lane.
- Properties front onto the road, but are set back behind gardens or parking areas with access either directly off the A4260 or via a

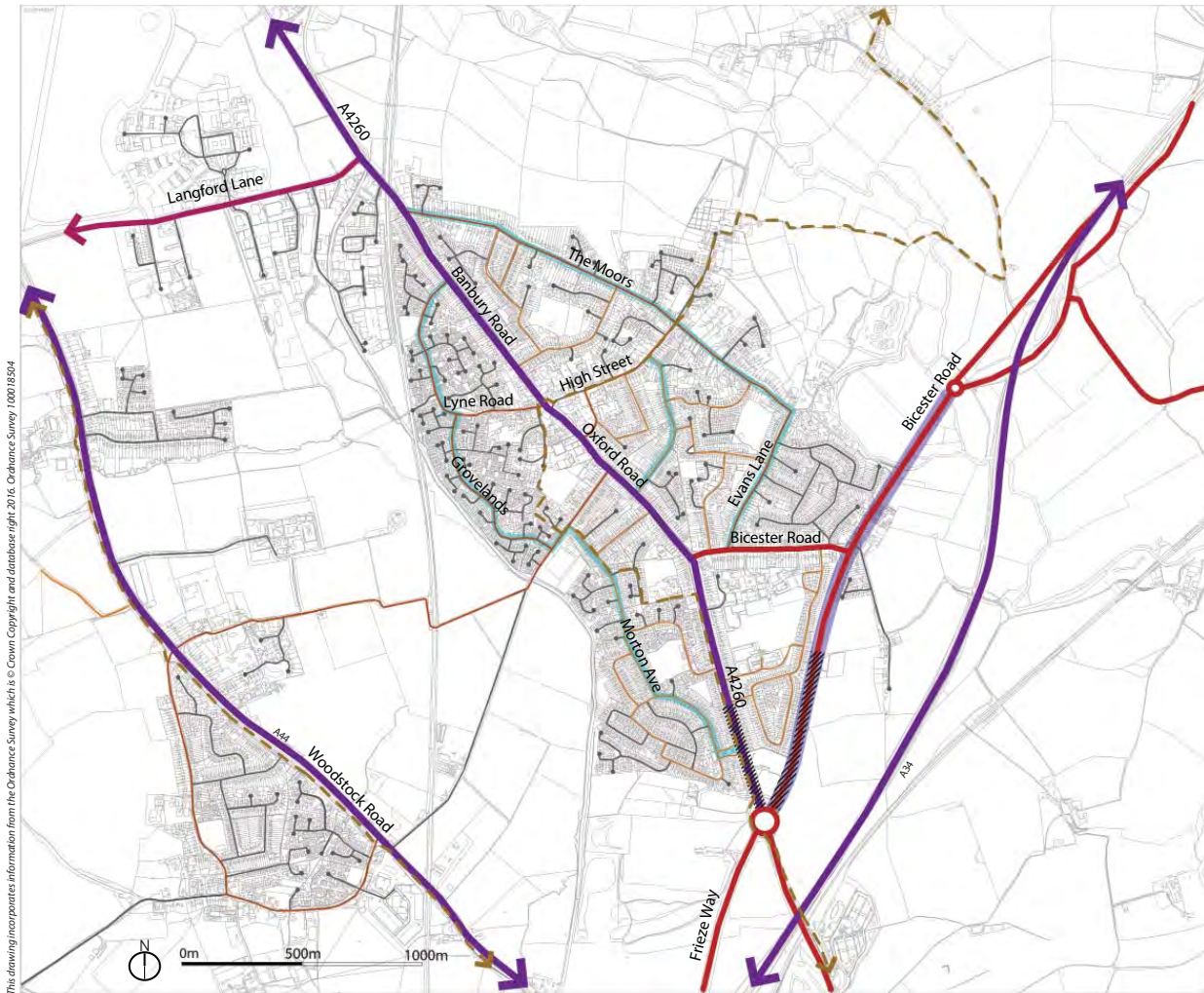
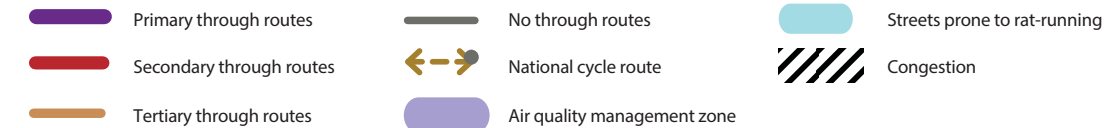


Figure 5.1 Existing street network



service road, resulting in a lack of street enclosure.

- Pedestrian crossing points are limited.
- Congestion is reported at peak hours around the major junctions, with particular problems in the southern part of the village on the approach to Kidlington roundabout and Oxford Parkway station / Water Eaton Park and Ride.

The residential estates to the east and west of Oxford Road are accessed via a small number of through-roads, which lead onto cul-de-sac and smaller loop roads. The lack of permeable connections through the neighbourhoods results in rat-running and traffic dominance on streets which do allow through movement, for example The Moors and Lyne Road.

The High Street is pedestrianised between Watts Way and Oxford Road. Cycles and delivery vehicles are permitted to enter the area before 10 am and after 4:30pm.

5.1.1 Car Parking

See section 4.2.4 for details of Village Centre car parking. Other concentrations of car parking relate to Sainsbury's at Gosford (450+ space), parking in front of shops at The Broadway, Oxford Road and the station and park and ride car park at Oxford Parkway.

Parking regulations have recently been introduced on slip roads close to Kidlington roundabout to prevent the high volumes of high volumes of commuter car parking which were creating congestion and blocking cycle routes. Unfortunately a consequence of this has been increased parking on the unregulated residential roads nearby. The assumption is that this free parking is being used by commuters accessing buses into Oxford, as an alternative to the paid for parking at Water Eaton park & ride.

Parking controls have also been introduced at Exeter Close to prevent commuter use.

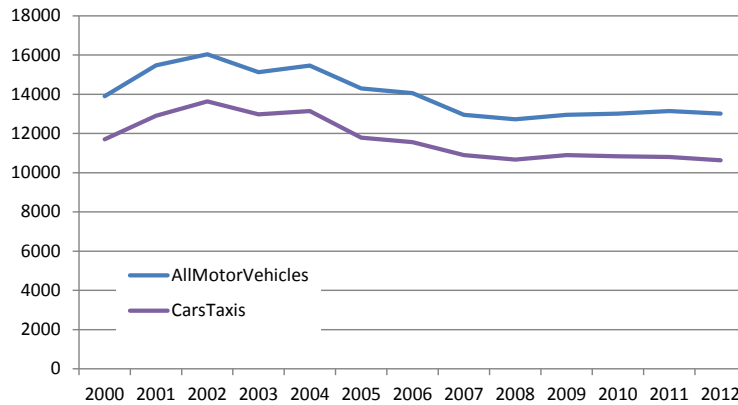


Figure 5.2 DfT daily average traffic counts for A4260

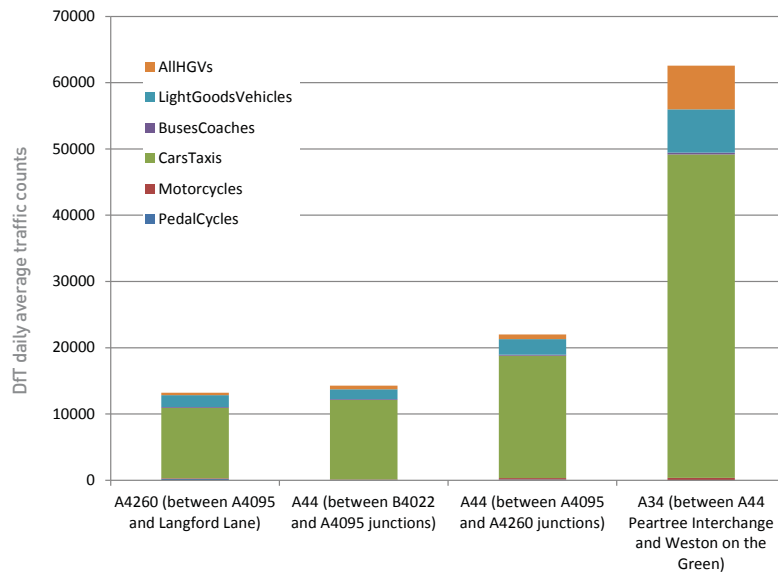


Figure 5.3 Comparison of traffic counts and modal split

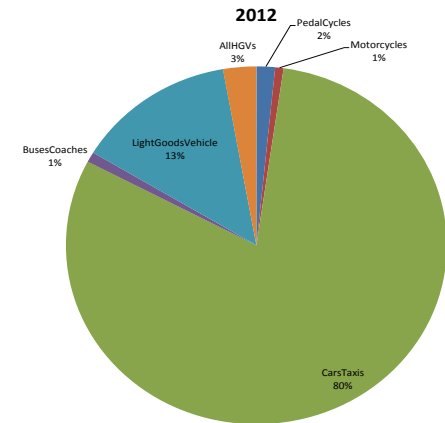


Figure 5.4 Modal split on the A4260

5.2 Public transport

5.2.1 Buses

Kidlington is well served by bus, with high frequency services operated by the Oxford Bus Company and Stagecoach. A bus lane is located on the southern section of Oxford Road.

There is a frequent service (up to 24 buses per hour) between central Kidlington and Oxford city centre (2, 2A, 2B, 2C, 2D and 700 services). The buses take different routes into the city and through Kidlington but generally have a journey time of around 30 minutes into the city centre, making this an attractive alternative to the car. Several of these services extend to London Oxford Airport, but this service is only available during peak hours.

The S4 connects Banbury to Oxford and Bicester hourly, and the S5 Gosford to Bicester four times an hour. Both are part of Stagecoach's high-spec Gold service buses. The journey time to Bicester is around 20 minutes.

Smaller neighbouring settlements are connected by infrequent services for example Go Ride's serve circular routes around Kidlington and connecting to Woodstock, Begbroke and Yarnton.

Routes are generally well served by bus stops which are located at approximately 200-300m intervals. Bus stops within the Village Centre are located outside Tesco on High Street which can cause localised congestion, but the majority of services use stops a short walk away from the centre to the north and south on Oxford Road.

The County Council operates a park and ride service into Oxford from Water Eaton adjacent to Oxford Parkway station on the A4165.



Figure 5.6 Frequent bus services in Kidlington

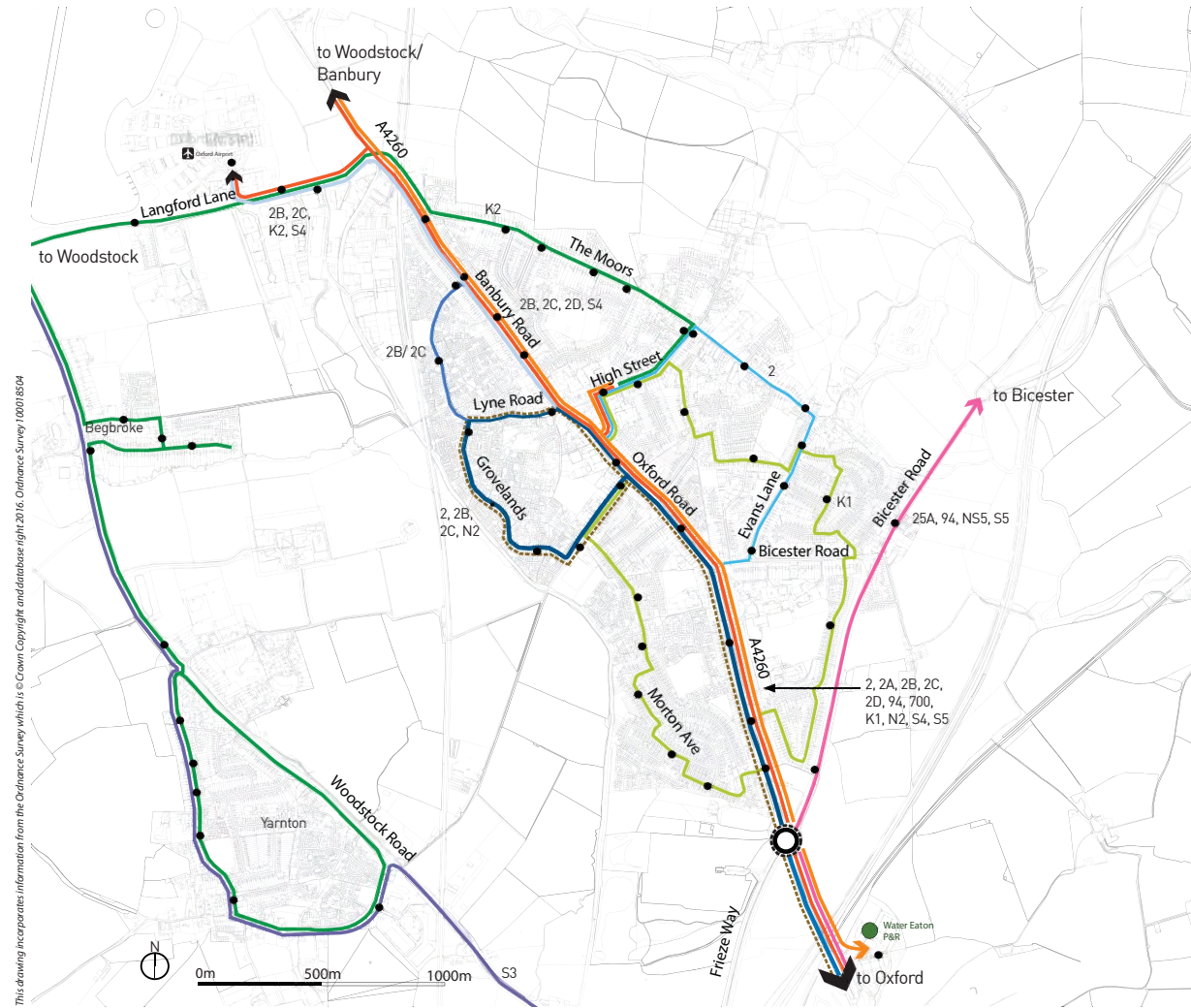


Figure 5.5 Bus network (correct at November 2016)

To Oxford

- █ 2, 2A, 2B, 2C, 2D
each service provides buses M-F: every 15 mins, Sun: every 30 mins
- █ 700
to JR Hospital, Oxford.
M-F: every 20 minutes

Banbury to Oxford

- █ S4
M-F: every hour / Sun: 4 buses daily.
Oxford Airport to Oxford
M-F: 4/5 buses

To Bicester

- █ 25, 94, S5
M-Sat: every hour
M-F: every 5-15 mins
M-F: every 10-20 mins
Sat: every 20 mins,
Sun: every half hour

- █ Oxford to Chipping Norton

To Woodstock

- █ W10 M-F: 4 buses, Sat: 1 bus

Local buses- Go Ride CIC

- █ K1 Garden City
M-Sat: 5 buses
- █ K2/ K3 Kidlington/ Begbroke/ Yarnton. M-F: 8 buses, Sun: 5 buses

- Bus stop

5.2.2 Rail

The nearest railway station is Oxford Parkway, around half a mile south of Kidlington. The station opened in 2015 and currently provides connections to London Marylebone via Bicester. Two trains an hour serve the station reaching Bicester in around 10 minutes and London in just over an hour. Services to Oxford station are expected to begin running in December 2016. The line serving the station forms part of the East West Rail Link project, which will provide services to Milton Keynes from 2019 and eventually on to Cambridge. The station provides 1,036 car, 100 bicycle and 75 motorcycle parking spaces.

A range of cross-country services to destinations including Manchester and Bournemouth are available from Oxford.

5.2.2.1 London to Banbury line

The London to Banbury rail line runs immediately to the west of the village. Until its closure in 1964 Kidlington had a station on this line located at Station Approach, south of Langford Lane. The rail line creates a barrier to east-west movement and is crossed in three places - by road bridge on Banbury Road at the northern end of the village, by level crossing (pedestrian and cyclist only) at Roundham

off Partridge Close, by canal underpass, and by vehicle level crossings on Yarnton Lane and Sandy Lane. The latter is noted as a dangerous junction.

Outline consent was granted in 2004 for a new rail stop on the Oxford to Banbury line, on land safeguarded for a station at Lyne Road, Kidlington. This scheme was not progressed and is not included in the Local Transport Plan. The site remains vacant and KPC are keen for the viability of this opportunity to be reviewed once the impact of Oxford Parkway Station has been assessed and in the light of employment growth at Langford Lane.

5.2.2.2 Cowley Branch Line

The Oxford Transport Strategy proposes opening the Cowley branch line to the south of Oxford city to passenger services. This should be supported and connections to Oxford Parkway provided in order to allow direct rail services to the employment areas around Cowley and the Oxford's 'Eastern Arc'.

5.2.3 Air

London-Oxford Airport has historically been the UK's most active general aviation (GA) airport. It specialises in general and business aviation and is home to Oxford Aviation Academy, formerly Oxford Aviation Training, the largest air training school in Europe. The airport has been the fastest growing for private and business aviation in the UK since 2007. It is the only ICAO-listed civilian airport in Oxfordshire.

The airport does not currently operate scheduled air services although, it has operated regular passenger services in the past to destinations including Dublin, Edinburgh and Jersey. From March-August 2013 these were operated by Minoan Air. In December 2015, the UK government confirmed funding support for a proposed reinstatement of the Oxford - Edinburgh route.

Airport data published by the Civil Aviation Authority indicates that there were 44,020 aircraft movements (take-off and landings) in 2015 of which 5,882 (13%) were commercial and 28,359 (64%) related to test and training. London Oxford Airport is open from 06:00 to 22:30, seven days a week.



Figure 5.7 Proposed east west rail line

5.3 Cycling

Kidlington's flat terrain and proximity to the cycling city of Oxford suggests that cycling has considerable potential to replace local journeys currently made by car. However, existing cycling infrastructure is piecemeal and the dominance of major roads is off-putting.

National Cycle Network Route 51 runs through Kidlington between Oxford and Bicester. The route utilises the service roads on the southern section of Oxford Road before travelling through residential estates, and then heading east along the High Street. Sustrans, who coordinate the National Cycle Network note that junctions onto the A4260 create a hazard for cyclists and the route around Kidlington roundabout is dangerous. The majority of traffic light controlled junctions do not have an advanced stop line for cyclists. Parking in the southern service roads restricts the available road width making it difficult for car and bicycle to pass safely.

A Traffic Regulation Order implemented in April 2012 prevents cycles being ridden through the pedestrianised section of the High Street between 10am and 4:30pm. Sustrans suggest that there is a good case for having a 20 mph speed limit through Kidlington apart from the A4260 to increase safety and encourage cycling

The A44 (Woodstock Road) is also a designated cycle route but its appeal to cyclists is limited due to the large volume of traffic specifically at junctions such as the Wolvercote and Pear Tree roundabouts. Sustrans advise that the Woodstock Road could potentially form part of a link between Kidlington and Oxford if cycle routes were to be developed between Kidlington and the A44 via Sandy Lane (including the Begbroke Science Park) and/or Green Lane and/or the Oxford Canal and/or Frieze Way .

Sustrans advise that the pedestrian/ cycle route to Oxford Parkway and from Oxford is in need of upgrading to make it attractive to users. In particular cycle improvements between Oxford Parkway and

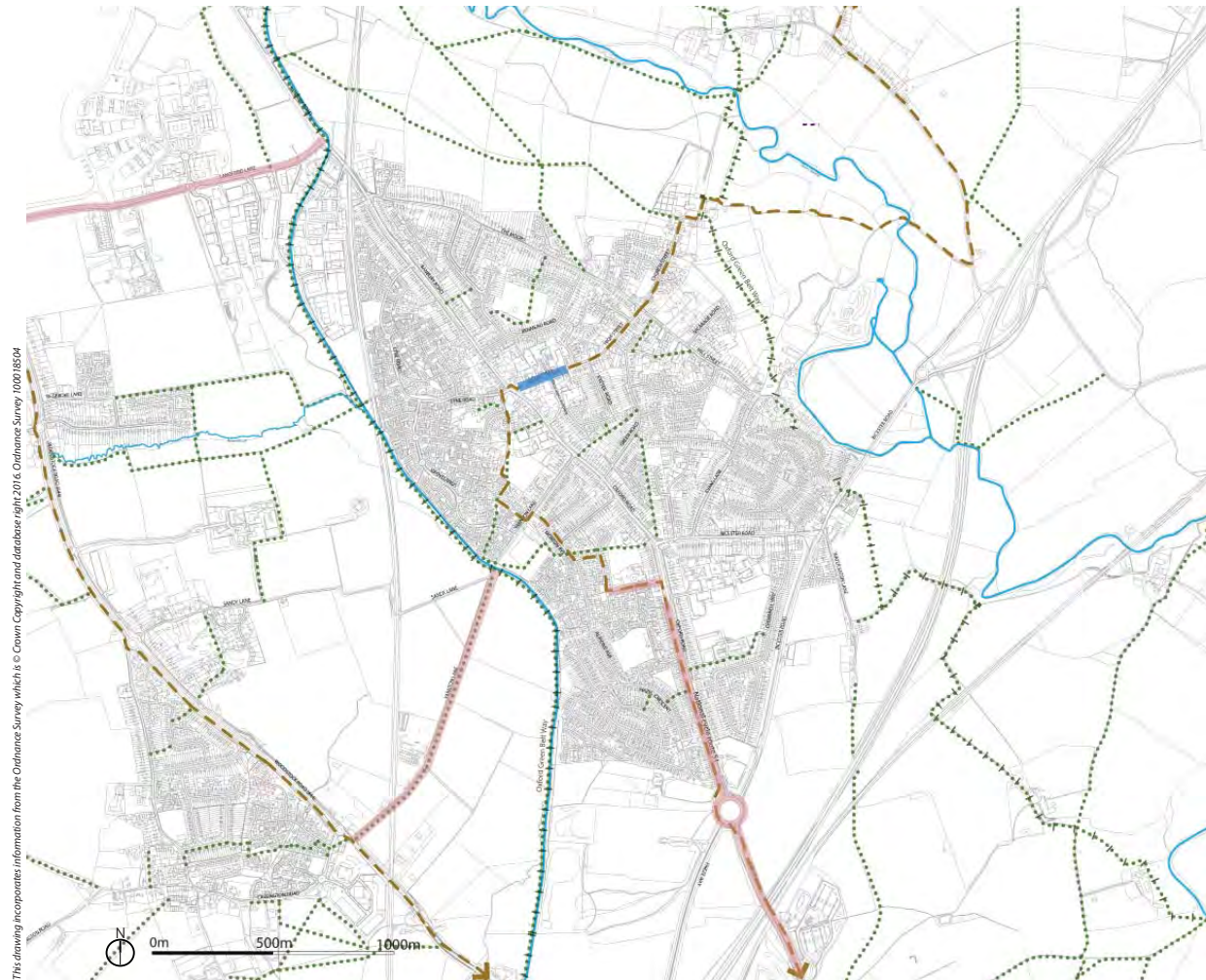


Figure 5.8 Cycling and walking network

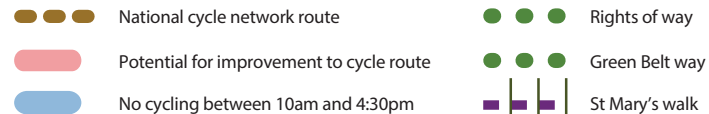




Figure 5.9 The Oxford Green Belt Way walking route map



Figure 5.10 Roundham Locks, Oxford Canal

Cotteslowe Roundabout could help to complete an improved route between Kidlington and Oxford.

Langford Lane, with its strategic employment locations, is an important movement corridor which currently has no formal cycle provision between the A44 and A4260. This should be addressed by future improvement schemes, possibly including a formalised crossing of the A44 on the south side of the junction with Langford Lane.

An east-west cycle path from Lyne Road / Roundham Bridge provides a connection to Begbroke village. This, together with NCN 51 forms part of the 'Cherwell Valley Route', an 18 mile circular cycle route on quiet roads, cycleways and bridleways, passing through: Kidlington, Begbroke, Woodstock, Tackley, Kirtlington, Bletchingdon and Hampton Poyle.

The canal operates as an informal north-south cycle route into the heart of Oxford. Anecdotal evidence suggests that there is a real risk of accidentally falling into the canal due to the narrow and uneven towpath surface. Sustrans advise that the canal towpath needs upgrading in particular between Langford Lane and the A44. There is potential to improve this route and increase connections onto it from the Langford Lane employment areas. However any feasibility studies would need to take into account safety and legislative issues and consider likely ecological impacts.

The Moors, Mill Street, Cherwell Estate and Bicester Road (shared cycle / pedestrian pavement) provide an alternative north-south connection on the eastern side of the village.

Yarnton Lane, which connects from the canal at Sandy Lane / Yarnton Road via a level crossing to the A44 on the south side of Yarnton, offers the opportunity for an improved walking and cycling corridor between the Village Centre and Yarnton.

The move towards an ageing population strengthens the case for improved pedestrian/cycle facilities which will allow users of eBikes and mobility scooters to get around.

There is currently limited provision of cycle parking in Kidlington. It is important that any public realm improvement scheme or development incorporate appropriate levels of convenient and secure cycle parking to encourage a shift towards cycling for local journeys.

5.4 Walking

Measuring roughly 1.5 km wide by 3 km long, the majority of Kidlington should be within easy walking distance of the Village Centre. However the lack of a permeable street network limits direct pedestrian connections and as a result encourages car use. A disjointed network of footpaths connects cul-de-sacs and assists in making the estates more permeable, however these routes are generally at the back of properties and are at risk of anti-social behaviour. The narrow pavements, lack of crossing points and speed of traffic along the Oxford to Banbury Road is problematic for pedestrians who are moving east to west in the village.

The canal towpath is an important north-south route leading into Oxford in the south and Thrupp in the north. A towpath exists on the western side of the canal but there are limited access points from the village which sits to the east. Sections of informal path run on the eastern side of the canal but these are intermittent.

The surrounding countryside, particularly to the east of the village, is accessible via rights of way including the long distance Oxford Green Belt Way. This route established by CPRE Oxfordshire is a 50 mile circular walk, following the course of Oxford Canal along the towpath west of Kidlington towards Kidlington Fields and Thrupp before returning down towards Oxford through the River Cherwell floodplain and surrounding fields. Green Lock at Kidlington is noted as a point of interest along the route.

5.5 Horse Riding

There is a riding school and several liverys in Kidlington. However, there is limited bridleway access from Kidlington to the wider area and riders are required to use roadways. Concerns have been raised by local residents about access to safe riding and the safety of riders due to road traffic. The Cherwell Valley route is primarily geared to cycling but does also include bridleways.

5.5 Oxfordshire Local Transport Plan, 2016

Oxfordshire County Council has updated its Local Transport Plan (LTP4) in July 2016. This document has three overarching goals:

Goal 1 - Supporting growth and economic vitality

Goal 2 - To reduce emissions, enhance air quality and support the transition to a low carbon economy

Goal 3 - Improving quality of life

Key objectives of the plan include improving connections, making more efficient use of the existing transport network and encouraging travel by sustainable modes. To this end, LTP4 includes specific strategies for Science Transit, Rail, Bus and Active & Healthy Travel that are relevant to Kidlington.

In relation to new development, LTP4 states that the County will ensure this adheres to the principles and philosophy set out in DfT's Manual for Streets and supplementary Manual for Streets 2 as well as to local advice such as Oxfordshire's Residential Roads Design Guide.

LTP4 no longer includes a specific area strategy for Kidlington. However, the strategy set out in the County's Transport Plan for Oxford (part of LTP4) will have significant impacts on the village if implemented.

The proposals include:

- New outer park and ride sites, rather than expansion of the current city-edge sites. These include a new site to the north west of Kidlington on the A44 corridor near London Oxford Airport with 1,100 car parking spaces. These could replace existing edge of city, park and ride locations such as Water Eaton with the aim of reducing associated traffic congestion on routes into the city. The A44 site would be connected to Oxford by a Super Premium bus route running along Oxford Road.
- The new P&R locations are indicative but would require release of Green Belt land.
- A new bus-based Rapid Transit route with modern articulated buses running on two routes from the airport (via Oxford Road, the other via the A44) that then split to serve either Oxford city centre or an orbital route serving Oxford's 'Eastern Arc' employment area.
- A new Cycle Premium Route running from Langford Lane to the Oxford city centre via Oxford Road.

The proposals are a long term, with the indicative programme suggesting delivery by 2025–2030.

6.0 Socio-economic context

6.1 Socio-economic data sources

There are a number of data sources, which are drawn upon in the following socio-economic analysis. The Census 2011 is a key source of data at local ward level data and allows for comparisons between Census 2001 and Census 2011. More recent Census data is not available, but where possible we have used the 2014 ONS Mid-Year Estimates which contain updated population and demographic data available at a local ward level, and 2015 ONS Annual Population Survey which is available at a district level.

A context map illustrating the geographies covered is provided in Appendix A.

Please note that unless indicated, statistics for “Kidlington” in this section are based on the three local level wards of Kidlington North, Kidlington South and Yarnton, Gosford and Water Eaton. It therefore includes both Kidlington Village and the nearby villages of Yarnton, Begbroke and Water Eaton. Ward statistics are based on the pre-2016 ward boundaries.

6.2 Demographics

6.2.1 Population

Kidlington had a population of 18,370 people in the Census 2011, The population growth between Census 2001 and 2011 was just over 100 people. But the 2014 ONS Mid-Year Estimates of population suggest that the Kidlington population increased by over 700 between 2011 – 2014. This equates to a 4% increase which is faster growth than that for the overall district of Cherwell with population growth of 1% over 2011 to 2014.

Census 2011 figures showed that the Kidlington area working age population (WAP) was 11,800 people and represented 64% of the total population; and that the age of the overall population of Kidlington had increased. The ONS Mid-Year Population Estimates in 2014 suggest the proportion of the population who are of working age was 63%. This proportion is in line with the regional (62%) and national average (63%), but Bicester (66%) and Oxford (72%) have a larger proportion of working age residents. Kidlington has a much higher share of its population aged over 65 years (20%) compared to Cherwell (17%) and neighbouring Oxford (11%); and conversely it's share of young people under the age of 16 years (17%) is lower than surrounding areas. The overall age structure of the Kidlington area is presented in the figure 6.1.

The implications of this demographic pattern over time is likely to be seen in terms of increased pressure on resources and likely increased demand for specialist housing and healthcare, alongside a reduction in the economically active population.

		Total Population			Change 2011 - 2014	
		2001	2011	2014	Absolute Change	% Change
Local Areas	Kidlington	18,260	18,370	19,103	733	4%
	Bicester	28,670	30,850	31,108	258	1%
	Banbury	41,820	46,850	41,905	-4,945	-11%
Wider Area	Cherwell	131,790	141,870	143,771	1,901	1%
	Oxford CC	134,250	151,910	157,997	6,087	4%
	South East	8,000,650	8,634,750	8,792,766	158,016	2%
	England	49,138,830	53,012,460	54,316,618	1,304,158	2%

Table 6.1 Total Population, 2001-11. Source: Census 2001, 2011 and ONS Mid-Year Population Estimates 2014

		2001		2011		2014		Change 2011 - 2014	
		Number	% of total	Number	% of total	Number	% of total	Number	% Change
Local Areas	Kidlington	11,750	64%	11,800	64%	11,992	63%	192	2%
	Bicester	19,440	68%	20,670	67%	20,574	66%	-96	0%
	Banbury	27,160	65%	30,470	65%	26,312	63%	-4,158	-16%
Wider Area	Cherwell	86,340	66%	91,720	65%	91,248	62%	-472	-1%
	Oxford CC	95,320	71%	110,090	72%	113,226	72%	3,136	3%
	South East	5,097,800	64%	5,510,650	64%	5,535,330	62%	24,680	0%
	England	31,429,250	64%	34,329,090	65%	34,475,354	63%	146,264	0%

Table 6.2 Working Age Population (WAP), 2001-11. Source: Census 2001, 2011 and ONS Mid-Year Population Estimates 2014

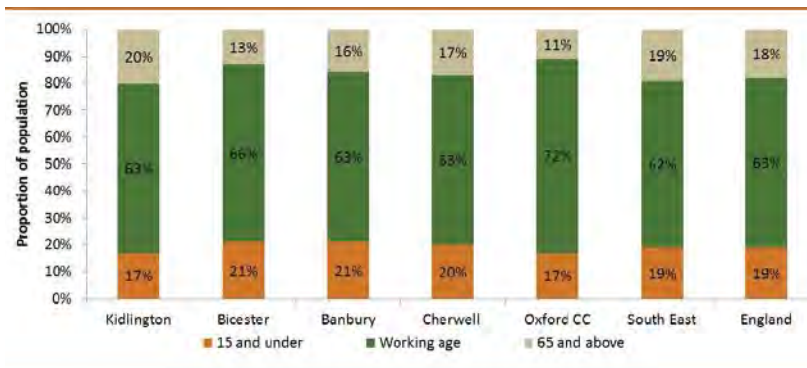


Figure 6.1 Age Structure, 2011. Source: ONS Mid-Year Population Estimates 2014

6.3 Economic activity

An analysis of the economically active population in Kidlington is a key component of understanding its economic performance. Census 2011 data showed that 75% of the Kidlington population was classified as economically active, which includes those that are in employment (60%), unemployed but searching for employment (3%), self-employed (9%), or a full-time student (3%). This proportion of economically active residents is above the national and regional levels (70% and 72%), and in line with the Cherwell average (76%) at that time. Between Census 2001 and Census 2011 the proportion of Kidlington residents in employment declined by 170 people (2% decrease).

More current data from the ONS Annual Population Survey (APS) in 2015, suggest higher levels of economic activity at district level, with Cherwell having an economic activity rate of 78% with 77% in employment, and so only 1-2% in unemployment. The economic activity rate is lower than the rest of the South East (80%) and in line with the national level (78%). The employment rate is in line with regional level (77%) and higher than that observed nationally (74%).

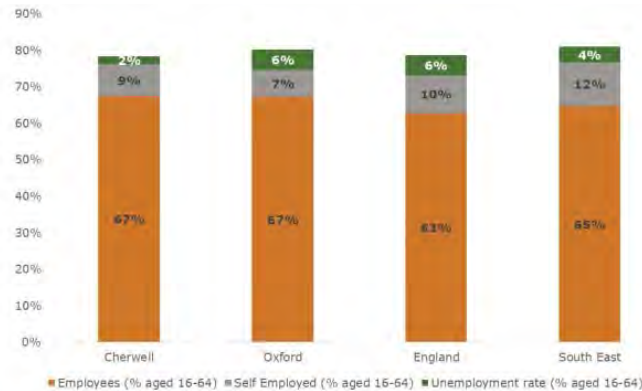


Figure 6.2 Economic Activity, 2011. Source: Annual Population Survey 2015 Note: Survey sizes

Wider Area	2010		2015		Change 2010 - 2015	
	Number	% of total	Number	% of total	Number	% Change
	Cherwell	70,300	78.3	67,500	76.6	-2,800
Oxford CC	78,500	73.8	83,000	74.7	4,500	6%
South East	4,048,800	74.4	4,204,900	75.8	156,100	4%
England	33,979,700	70.0	34,205,900	73.6	226,200	1%

Table 6.3 Population in Employment, 2001 - 2011 Source: Annual Population Survey 2010 - 2015 Note: calculated on population aged 16 - 74

6.4 Qualifications and skills

Census 2011 figures show that 29% of Kidlington's working age population was qualified to level 4 or above (equivalent to at least a university degree). This proportion is similar to Bicester (26%), Cherwell district (28%), and the national level (27%). Nevertheless, Oxford had a notably higher proportion of highly qualified residents, equal to 43% of the local population.

Between Census 2001 and Census 2011 Kidlington experienced an increase in the proportion of highly qualified residents as well as a decrease in the proportion of those with no qualifications. This change in Kidlington was in line with the national, district, and local averages. It has had a slightly higher percentage point increase in the number of those qualified to level 4 or above (9 percentage point increase).

The more recent data from the ONS Annual Population Survey shows the proportion of 16-64 year olds in Cherwell with a qualification equivalent to an NVQ Level 4 or above was equal to 35% which is an increase on the proportion reported by Census 2011. This increase is in line with the regional and national level (+5 points) and slightly lower than Oxford (+7 points) over the same time period.

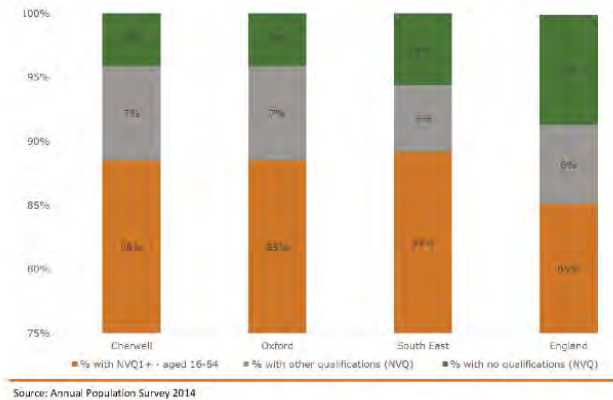


Figure 6.3 Resident qualification levels. Source: Annual Population Survey 2014

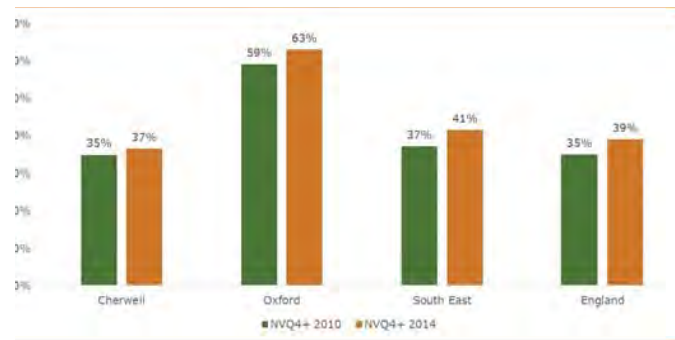


Figure 6.4 Residents achieving NVQ level 4 or higher (2010-2014). Source: Annual Population Survey 2014

6.5 Occupations and earnings

The occupational profile of the resident population provides another lens through which the local labour market can be analysed. This indicator has clear links to the analysis of qualification levels presented above, as a highly qualified population is likely to be reflected in the occupational categories of residents.

The Census 2011 data showed that 35% of Kidlington's population was classified as being in managerial or professional occupations. This proportion was above the national average (31%) and in line with Bicester (35%) and the Cherwell and Oxford averages (each 34%). The local comparator area of Banbury had a slightly lower proportion in managerial and professional category (26%), which is likely to be a reflection of the smaller proportion of highly qualified residents.

Between Census 2001 and Census 2011, the proportion of residents in Kidlington in managerial and professional occupations increased across all geographies, while there was a decline in the proportion of intermediate occupations.

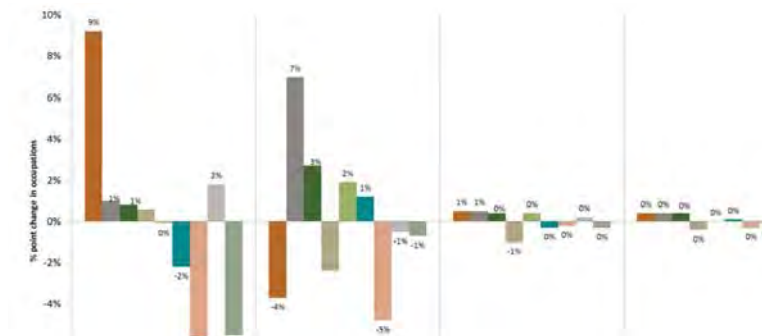
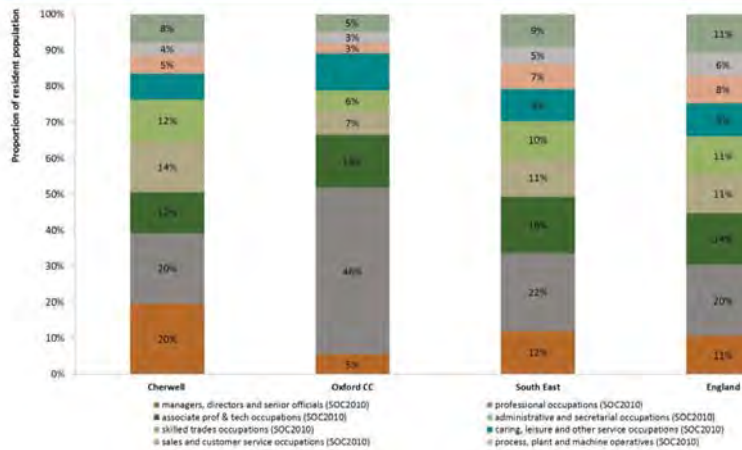


Figure 6.5 Resident occupations 2015. Source: Annual Population Survey 2011 - 2015

The 2015 data from the ONS Annual Population Survey suggests these trends in the occupational mix of residents has continued. Around 40% of Cherwell's working-age resident population now classify themselves as being in managerial or professional occupations, which is higher than the regional (34%) and national (30%) levels, yet lower than Oxford (52%).

It is also possible to use the ONS Annual Survey of Hours and Earnings to analyse the difference between the median earnings of those who live in Cherwell and those who work in Cherwell.

In the case of Cherwell, median weekly resident earnings of those in full-time employment is £559, which is equal to the figures for Oxford (£559) and higher than England (£533) yet below those of the South East (£575).

Median full-time weekly resident earnings of in Cherwell have increased by 4.3% since 2012 (unadjusted for inflation). This is a higher rate of growth than for South East England (3.4%) and England overall (3.8%) which may reflect the changing mix of residents in higher level occupation in Cherwell and access to jobs within Cherwell and its surrounding areas.

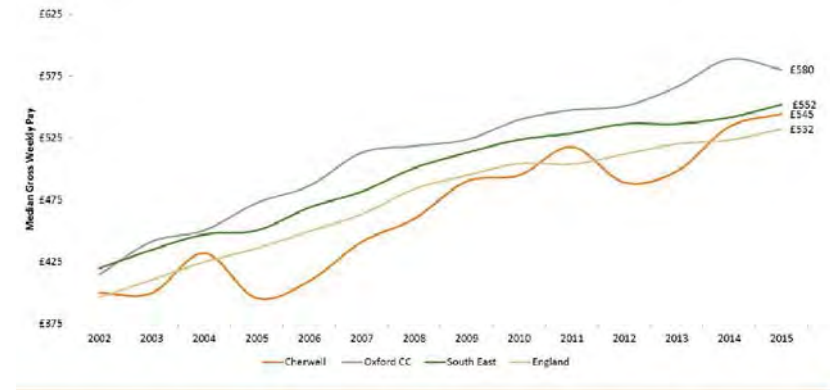


Figure 6.6 Workforce - gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

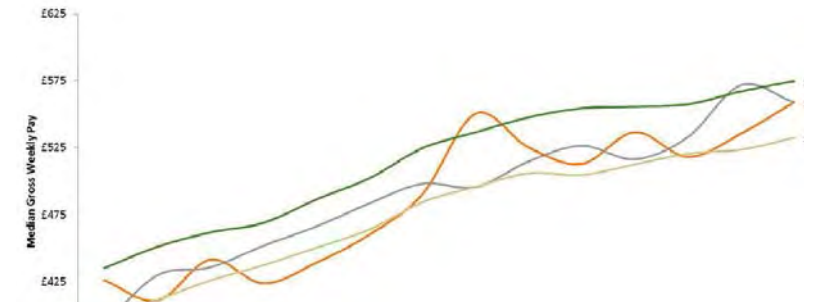


Figure 6.7 Residents- gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

6.6 Deprivation

The Indices of Multiple Deprivation 2015 (IMD) provide a measure of relative deprivation among residents at a small area level of geography across England. Areas are ranked from the least deprived to most deprived on seven different domains of deprivation to produce an overall composite measure of multiple deprivation. The domains used in the indices are: income, employment, health, education, crime, housing and services, and the living environment.

Data is available for the wards of North Kidlington, South Kidlington and Yarnton, and Gosford and Water Eaton. The maps indicate that Kidlington in general performs extremely well in terms of the overall indices and the income domain. But there are localised issues.

North Kidlington ward has an overall ranking that puts in the least 20% of deprived areas in England. This indicates low deprivation, although the ranking is less encouraging for education and for access to housing and services. It implies some issues relating to accessibility to key local services in North Kidlington.

South Kidlington ranked among the least 30% of deprived areas in England. But the results for access to housing and services also imply some barriers in South Kidlington that are similar those for North Kidlington.

Yarnton, Gosford and Water Eaton also has an overall ranking in the least 20% of deprived areas in England. The area is among the very least deprived in terms of issues crime and health. Once again, access to housing and services appears to be more of an issue with the area ranked in the bottom 50%.



Figure 6.8 Top- IMD map overall. Bottom- IMD Income. Source: English Indices of Deprivation 2015

7.0 Economy and employment

7.1 Planning Policy Context

The Local Plan recognises that there is potential for Kidlington to play a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment. The Council's Employment Land Review (2012) and Cherwell Economic Analysis Update (2014) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. The adopted Local Plan (Policy Kidlington 1) established that there were exceptional circumstances to justify a small scale local review of the Green Belt to meet high-value employment needs.

The Local Plan seeks to enhance Kidlington's economic role and economic development will be supported to:

- Exploit its position in the Oxford/Cambridge corridor.
- Allow for appropriate growth plans at Begbroke Science Park and in the vicinity of Langford Lane Industrial Estate. This will require a small scale Green Belt review
- Connect with the Oxford economy
- Create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended Village Centre
- Secure the growth potential from the presence of London Oxford Airport.

The Local Plan recognises that Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new Oxford Parkway station at Water Eaton and a growth in employment

opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals.

The policies in the Local Plan aim to improve the quality of the employment offer at Langford Lane and, in doing so, establish a new gateway at this northern entrance to Kidlington. **Policy Kidlington 1:** Accommodating High Value Employment Needs states:

'We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:

(A) Langford Lane /Oxford Technology Park/ London – Oxford Airport

(B) Begbroke Science Park

Key site specific design and place shaping principles include:

Creation of a gateway with a strong sense of arrival including when arriving from the airport

Improvements to public transport links to the area

A well designed approach to the urban edge, which achieves a successful transition between town and country environments

Development that respects the landscape setting of the site

A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape

Preservation and enhancement of biodiversity, with the restoration or creation of wildlife corridors

A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses

The height of buildings to reflect the scale of existing employment development in the vicinity

Provision for sustainable drainage, including SuDS

Demonstration of climate change mitigation and adaptation measures

An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary

The small-scale local review of the Green Belt boundary in the vicinity of Langford Lane Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2.

7.1 Jobs

7.1.1 Number of jobs in Kidlington

Kidlington makes a significant contribution to the economy of Cherwell and Oxfordshire. Using the ONS Business Register & Employment Survey, as of 2014 there was a provisional total of 9,900 employee jobs in Kidlington, representing 14% of the total number of employees in Cherwell. This has remained constant since 2011. Overall this is a smaller number than in the nearby areas of Bicester (15,200) and Banbury (29,300).

Over the period 2003 – 2014 the estimated total number of jobs in Kidlington has declined by 600 (a 6% decrease). At the district level, Cherwell experienced a significant increase (6,100 additional employee jobs, equal to a 9% increase), as did Oxford (21,100 additional employee jobs, equal to a 20% increase). Figure 7.1 illustrates the change in jobs over time and how employment in Kidlington has recovered in recent years.

	2014		Change 2003 - 2011		Change 2011 - 2014	
	Number	Number	% of total	Number	% of total	
Local Areas						
Kidlington	9,900	-1,000	-10%	600	6%	
Bicester	15,200	2,400	22%	2,100	15%	
Banbury	29,300	-1,100	-4%	1,400	5%	
Wider Area						
Cherwell	70,000	1,900	3%	4,200	6%	
Oxford CC	113,900	13,000	14%	8,100	8%	
South East	3,908,000	110,300	3%	156,200	4%	
England	24,299,900			1,241,000	5%	

Table 7.1 Number of jobs. Source: ABI and BRES. Note: ABI figures have been adjusted to be compatible with the BRES dataset.

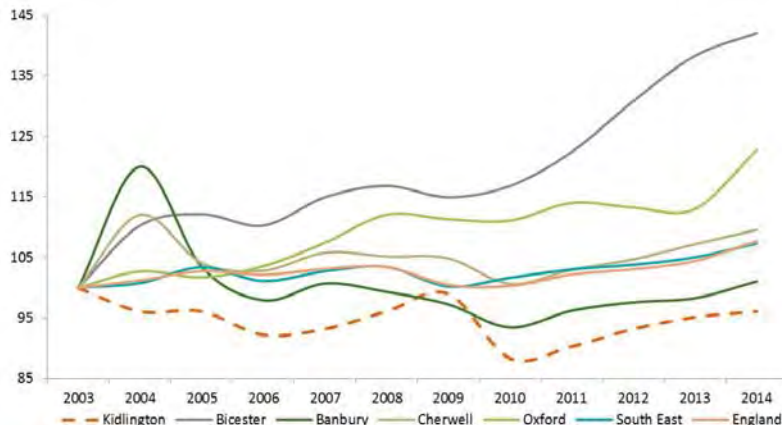


Figure 7.1 Overall Employment, 2003-11. Source: ABI and BRES.

7.1.2 Commuting trends

Figure 7.2 illustrates commuting trends from Kidlington. This data is from the 2011 Census. A positive number means that Kidlington receives more commuters from the respective location, whereas a negative flow means that Kidlington loses more commuters to the respective geography. This demonstrates:

- The important role that Kidlington continues to play as an employment location for other neighbouring local authorities. For example, there is a net inflow of over 1,600 commuters.
- The important role that Kidlington plays as an employment location for other parts of Cherwell. For example, there is a net inflow of over 800 people from the rest of Cherwell.
- Kidlington's relative dependency on Oxford for employment since there is a net outflow of almost 2,600 working residents. The net outflow of commuters to London is modest at fewer than 50 residents.

Cherwell travel to work data shows that around 58% of Cherwell residents live and work in the area. The district has a net outflow of 3,000. In particular this is shaped by residents commuting out to places such as Oxford (a net outflow of 9,500) but people commuting in to Cherwell from homes in other areas such as a net inflow of 4,300 from South Northamptonshire.

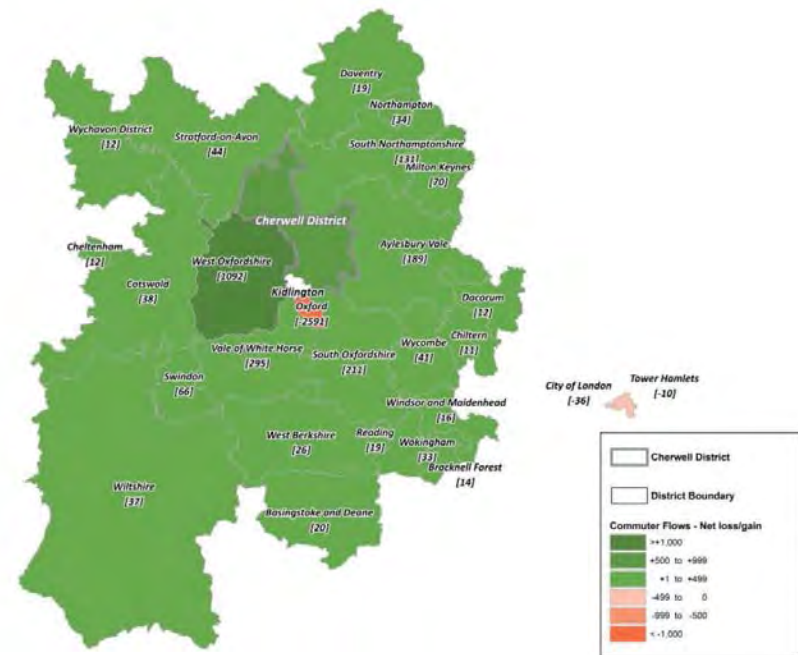


Figure 7.2 Commuting trends for Kidlington (net loss/ net gain). Source: Census 2011

7.2 Key sectors

The ONS Business Register & Employment Survey for 2014 shows that the largest proportion of employee jobs in Kidlington is in public administration and defence (1,600 jobs). This high share is underpinned by the presence in Kidlington of the headquarters of Oxfordshire Fire and Rescue Service and the Thames Valley Police.

Other, notable high employment sectors include retail (800 jobs) publishing (500 jobs) and manufacture of computer, electronic and optical products (300 jobs).

There are a number of sectors in Kidlington which have relatively high specialisations compared to the national average – this is measured through a location quotient (LQ) in which a sector with a measure greater than 1 indicates that the proportion of employment in that sector is more concentrated at the local level than the national level.

These areas of specialisation are a reflection of the activities concentrated in Kidlington, including those located at key employment sites such as Begbroke Science Park, Langford Lane and London Oxford Airport and include:

- Publishing activities in books and periodicals including the local presence of publishing firms such as Elsevier and Medicine Publishing.
- Repair and installation of machinery remains significant in the area. Given the technical nature of activities present at London Oxford Airport, it is possible that the machinery repair activities support maintenance required at the airport, where there are also a small number of jobs in air transport.
- Manufacture of electronics and electrical equipment also has a relative concentration in Kidlington. It is plausible that this activity is associated with a small number of firms, such as Essentra Components.
- Scientific R&D is primarily concentrated in natural sciences and engineering and likely to be associated with the activities located at Begbroke Science Park. This science park is owned and managed by Oxford University. It has over 30 businesses, mostly operating in R&D in biotechnology, pharmaceuticals, materials, and environmental sciences.

Sector	Employment	% Total Employment
Public administration	1,600	16%
Retail trade, except of motor vehicles	800	8%
Wholesale and retail trade inc. motor vehicles	600	6%
Publishing activities	500	5%
Specialised construction activities	500	5%
Manufacture of rubber and plastic products	500	5%
Construction of buildings	400	4%
Education	400	4%
Human health activities	300	3%
Food and beverage service activities	300	3%
Manufacture of computer and electronics	300	3%

Table 7.2 Top Employment sectors by number of jobs, 2014 Source: BRES data- rounded to the nearest 100 to comply with ONS BRES data suppression

Sector	LQ vs. England	Employment 2014	% Total Employment
Publishing	10.3	530	5%
Manufacture of rubber and plastic products	7.8	470	5%
Sewerage	7.4	60	1%
Manufacture of computer and electronics	7.3	300	3%
Electricity, gas, steam supply	6.2	220	2%
Repair and installation of machinery	6.0	220	2%
Manufacture of electrical equipment	4.9	140	1%
Public administration	3.6	1580	16%
Wholesale and retail trade	3.2	590	6%
Construction of buildings	3.1	420	4%

Table 7.3 Employment location quotients. Source: BRES Top Employment Location Quotient, 2014 (knowledge-based sectors highlighted)

	2011	2014
Publishing		
Publishing of books and periodicals	500	500
Repair and installation of machinery		
Repair of metal products, machinery, & equipment	200	200
Manufacture of computer & electronics		
Manufacture of instruments for measuring, testing and navigation	300	300
Manufacture of electrical equipment		
Manufacture of other electrical equipment	100	100
Manufacture of electric motors, generators, & transformers	<50	<50
Scientific research and development		
R&D on natural sciences and engineering	100	100
R&D on social sciences and humanities	<50	0

Table 7.4 Sub-sector employment in knowledge-based sectors Source: BRES. Note: Sub-sector defined according to 3-digit SIC codes.

7.3 Economic priorities

7.3.1 Economic policy context

The policy context below presents an analysis of the economic priorities outlined in key documents at the national, sub-regional, and local levels. While there are a number of priorities at the local level directly related to Kidlington's development, it is also important to understand how it is positioned within the wider growth plans for Oxfordshire and the South East region.

Key messages

National and sub-regional policy

The Government's current Productivity Plan 'Fixing the Foundation' (July 2015) identifies 'Science' as a key economic infrastructure sector. Kidlington as home to Begbroke Science Park is an important for science and Research & Development.

Kidlington sits within two LEPs. The Oxfordshire LEP (OxLEP) has a Strategic Economic Plan (SEP) which focuses on priority localities at 'Science Vale', a important centre for scientific research in the south of the county; Oxford; and Bicester - investment centres forming a 'Knowledge Spine' along which further economic growth is to be encouraged including at the regional and global scale. This year (2016), 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). In addition to housing affordability, the Plan notes that there is a lack of suitable business premises, particularly for knowledge-based industries, that will allow businesses to 'scale-up' and still remain in the local area.

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. The Southeast Midlands LEP (SEMLEP) incorporates Kidlington, Oxford, Bicester, Milton Keynes and Silverstone.

Local policy

The Cherwell Economic Development Strategy (2011-2016) highlights the importance of Oxford to Kidlington's economy; the significance of Begbroke Science Park as a successful centre for scientific research and its increasingly important role in developing the 'knowledge economy'; and, London-Oxford Airport's growing role in supporting local businesses that require efficient global transportation services. Kidlington's active business network 'Kidlington Voice' is also highlighted with a view to ensuring that Kidlington develops a stronger identity and integrates its facilities better. The Strategy emphasises that Kidlington will need to work hard to retain those aspects of village life that it most treasures, providing an attractive centre around which a sustainable community can thrive; and that it will also benefit from developing stronger links between its resident, shopper, and daytime employee populations.

The Strategy states that there will be an emphasis on inward investment to help to diversify the district's economy. It notes that motor-sports will be used as a 'shop front' as well as other high technology specialised engineering sectors. Bio-technology, materials engineering and nanotechnology will become significant wealth generators especially in the south of the district.

The Strategy also addresses Kidlington specifically, stating that its future development is linked to that of Oxford City; Begbroke Science Park and the London Oxford Airport are two key assets that Kidlington must use to leverage growth particular in high-value knowledge based industries.

The Cherwell Economic Analysis Study (2012 & updated 2014) identifies several challenges to the district's future growth, one of which is its below average population growth and ageing population. In addition, Kidlington lacks a strong identity and could benefit from stronger links between its resident, shopper and daytime employee populations.

The Cherwell District Employment Land Review (2012 & addendum 2014) highlights that demand forecasts estimate that an additional 9.3 – 11.3 ha of additional B1 employment land will be demanded in Kidlington through to 2026.

7.4 Relationship to neighbouring areas

7.4.1 Cherwell

Bicester

The Cherwell Local Plan highlights that Bicester's current economy centres around the Ministry of Defence (MoD) activities, storage and distribution, food processing, and engineering. Looking forward, the District hopes to build upon these strengths and focus future growth on low-carbon, green technology, and knowledge-based sectors.

North-West Bicester was named by the Government as an eco-town. It is in the process of delivering 6,000 eco-homes in the area and the Local Plan aims to roll-out the objectives of Eco Bicester One Shared Vision across the entire town, in order to market it as an attractive, modern, and sustainable location for residents and business alike. In terms of housing, the plan commits to building approximately 10,000 new homes at Bicester by 2031. The country's largest self-build development is planned at Bicester at Graven Hill, a Local Plan allocation for some 2,100 homes.

Strategic development sites for employment include Bicester Business Park (B1 office) and Bicester Gateway (knowledge based economy). The aim is for this development to complement the employment development at Silverstone and part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge. In 2014, Bicester was announced by the Government as being a Garden Town.

Banbury

Banbury is Cherwell District's principal town centre and a primary regional centre. Its economy is focused on manufacturing, distribution, service industries, and public administration. The Local Plan aims to diversify the economic base, attracting manufacturing and higher value activities and support the District's growth, both in economic and population terms. A total of about 7,000 new homes are planned to be built by 2031. The Local Plan identifies two new strategic employment sites at Banbury for a mix of employment uses.

7.4.2 Relationship with Kidlington

It is recognised that Kidlington could play an important role in the future development of other parts of Cherwell, particularly Bicester. The Council has an aspiration to diversify the economy and grow knowledge based sectors in Bicester. It is recognised that Kidlington already has strengths with Begbroke Science Park and the airport located in the village and its links with Oxford (most notably through Oxford University). For this reason, Kidlington is considered to be an important economic asset for the district and consideration should be given to how linkages with Bicester can be improved.

7.4.3 Oxford

Oxford City's Core Strategy 2026 (March 2011) sets out the most up to date vision and policy for the city's development. The Core Strategy states that Oxford should remain the central location for growth and investment in the central Oxfordshire sub-region. In support of this, it sets a minimum target of 8,000 new homes within the city over the period 2006 – 2026, with growth focussed on the regeneration areas to the south and south-east of the city.

The Northern Gateway located on the northern border with Cherwell, east of the A34 and bisected by the A44 and A40, is identified as a Strategic Area for employment-led development (B1 use), which will build on Oxford's strengths of education, health, research and development, and knowledge-based industries. The subsequent Northern Gateway Area Action Plan (July 2015) allocates land for up to 90,000 m² of employment floorspace for uses directly related to the knowledge economy of Oxford, alongside residential (500 units), small scale retail (up to 2,500 m²), and a hotel with associated leisure facilities.

A key consideration will be ensuring that these schemes are complementary with employment schemes being progressed in Kidlington such as at Langford Lane and Begbroke Science Park.

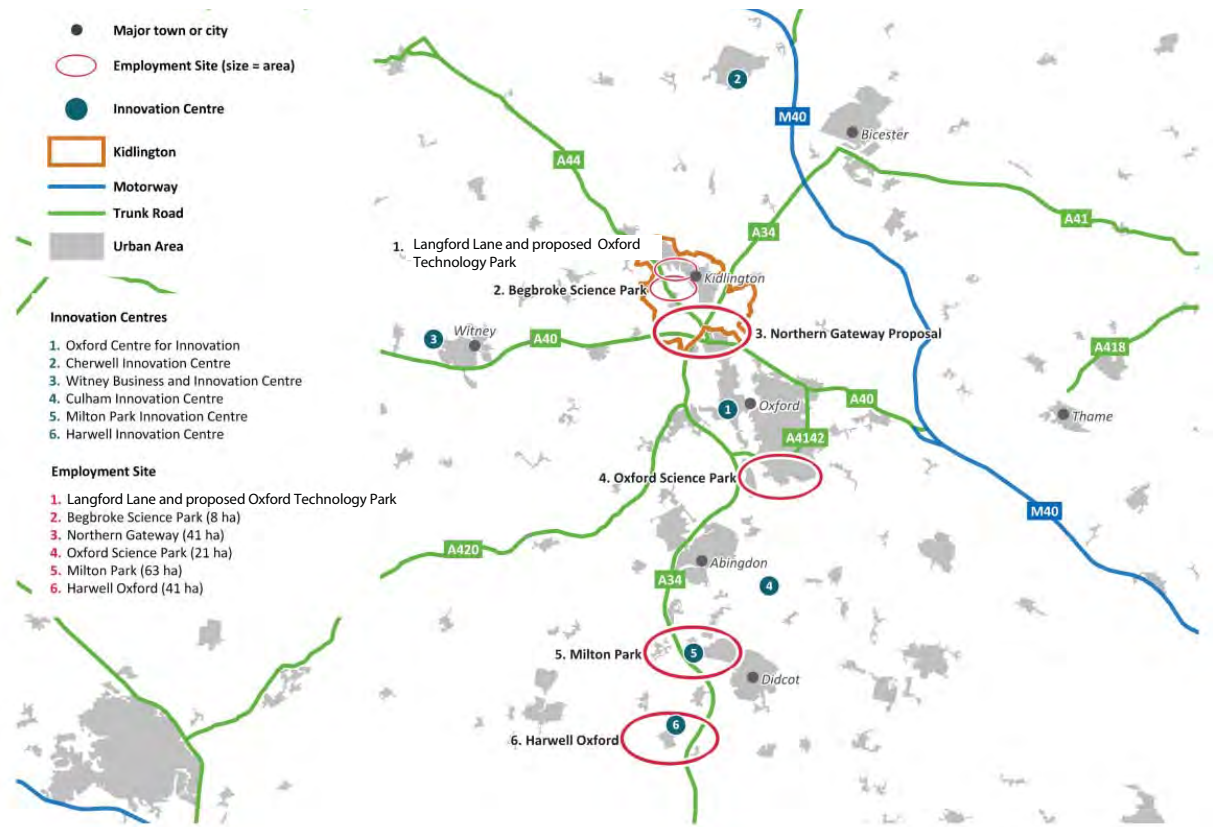


Figure 7.3 Innovation Parks and Innovation Centres in Oxfordshire. Spource: Source: Digital Mapping Solutions from Dotted Eyes © Crown Copyright. All rights reserved. Licence Number 1000199918.

7.5 Innovation parks and innovation centres

The following innovation parks and centres are located within Oxfordshire and have a potentially complementary relationship with employment at Kidlington:

7.5.1 Oxford

Oxford Science Park: approximately 3 miles to the south-east of Oxford. It was established as a joint venture between Magdalen College, Oxford and Prudential and as at January 2016 more than 530,000 sq ft of office and laboratory space had been completed. Significant further space is proposed through the masterplan for the site. The park targets science, technology and business occupiers. There are currently over 60 companies on the site with key business sectors including: computer hardware/software (31%); bio-science (43%); and other (26%).

Harwell Oxford: is a science, innovation, and business campus. It was developed as a public private partnership joint venture between the UK Atomic Energy Authority, the Science and Technology Facilities Council and international property group Goodman. The site is situated 14 miles south of Oxford City and is comprised of an existing campus spanning 104 acres, with an additional 238 acres available for development and 105 acres reserved for large scale science. As at January 2016, there were over 4,500 people employed on the site, working in around 150 organisations, ranging from research institutes to new start-up companies. Given the centre's emphasis on open innovation, it focuses on commercialisation of information, particular in the sectors of healthcare, medical devices, green enterprise, and computing, amongst others.

Milton Park: is located 11 mile south of Oxford City Centre and is run by commercial property company MEPC, which manages a number of businesses estates throughout the UK. As at January 2016, the site was home to over 165 organisations, which employ upwards of 6,500 people and is a partner of the Science Vale UK. Milton Park is a business estate and science centre comprised of more than 3.4 million sq ft of workspace, which ranges from office, laboratories, and industrial uses. Given the variety employment use class available on the site, the organisations it houses vary significantly from logistics oriented firms such as Oxford Logistics, to research and development firms such as Oxford Genome Sciences.

Northern Gateway: the proposed business and retail development zone located in the north of Oxford City, is being progressed by developers Goodman and Kier Property. The plan includes the construction of 98,000 m² of offices, able to accommodate around 8,000 employees. An additional 3,500 m² of retail space are proposed in addition to a hotel and around 200 residential units. This proposal is supported by Oxford City Council, given that it is one of the few remaining site of its size able to provide the employment space required to accommodate expansion within the city.

7.5.2 Cherwell and Wider Oxfordshire

Cherwell Innovation Centre: is located in Upper Heyford, a few miles from Bicester. The Innovation Centre occupies two buildings on site providing around 20,000 sq ft of office and laboratory space ranging from 100 sq ft to 600 sq ft. The centre can support over 40 companies, each with between 1 and 25 employees. The centre attracts a mix of technology and science based companies. In 2003, the DiagnOx Laboratory was launched, a fully equipped managed laboratory and office facility that allows researchers or companies in the Bio Technology Industry to undertake R&D and proof-of-concept work cost-effectively and in a supportive environment.

Culham Innovation Centre: was opened in 2001 as part of a partnership agreement between Oxford Innovation and UK Atomic Energy Authority Fusion and Industry. The site itself is a purpose-built laboratory occupying 180 acre and situated 10 miles south-east of Oxford City centre. The Centre is comprised of over 10,000 sq ft of office space and has capacity for around 30 companies, the majority of which operate in the science and technology-related industries. The Centre also houses the head office of the UK Atomic Energy Authority, the Culham Centre for Fusion Energy, and the world's largest fusion experimental facility (JET).

Harwell Innovation Centre at Harwell Oxford: is located on the Harwell Campus mentioned above, and opened in 2000 with support from the UK Atomic Energy Authority. It is part of a network of innovation centres managed by Oxford Innovation, a major operator of innovation centres throughout the UK. The Centre offers over 25,000 sq ft of office space, allowing it to accommodate around 60 businesses of between 1 and 20 employees at a time.

Milton Park Innovation Centre at Milton Park: is located within the Milton Park mixed-use business and science park. The innovation centre offers small to medium sized office accommodation for start-up and growing companies. As part of its office, the Innovation Centre provides business support and an emphasis on professional collaboration.

Oxford Centre for Innovation in Oxford: is located within Oxford City Centre and is owned by Science Oxford. It was created as part of a £30 million project to build a cultural centre for science and enterprise, and currently is comprised of 25,000 sq ft of office space. As at January 2016, the centre housed 13 companies, predominately in the high-tech sector, which employ over 130 people. Demand for office space at this site is high, with the number of employees expected to double by the end of 2013, and the centre is being expanded to accommodate this growth.

Witney Business and Innovation Centre: is located just outside of Witney, some 15 miles west of Oxford City Centre. This business and innovation centre is located on the Windrush Industrial Park. The Centre provides office space which range between 100 sq ft to 3,000 sq ft, with maximum capacity to house 21 early-stage technology firms. Additionally, the Centre offers virtual accommodation and shared office space. The Witney Business and Innovation Centre is managed by Oxford Innovation, which manages a number of innovation centres across the UK.

7.6 The role of key Kidlington employment areas

The Local Plan Part 1 identifies two locations for high value employment development at Kidlington to support its contribution to the important role of Oxford in the county's economy. This will involve a local, small scale, review of the boundaries of the Oxford Green Belt around the existing Begbroke Science Park and in the vicinity of Langford Lane/Oxford Airport (Oxford Technology Park). It is intended to reinforce their roles as part of a high tech "cluster" of existing businesses that includes university "spin off" companies with good short term growth prospects. The specific details of this review are a matter for the Local Plan Part 2, albeit two "areas of search" are identified. This is consistent with the Oxford/Oxfordshire City Deal, the Oxfordshire Strategic Economic Plan (March 2014) and the Oxford Innovation Engine report (October 2013), as well as the Economic Analysis Study for Cherwell (August 2012).

7.6.1 Langford Lane

To the south of Langford Lane is a large industrial estate, which is home to a number of commercial businesses. The area itself is divided by the canal and bordered to the north by London Oxford Airport and the Green Belt to the west and south. There has been a growing number of firms locating at the site in recent years, with commercial activities ranging from manufacturing to publishing and printing.

The Cherwell District Employment Land Review (2006) recognised the importance of this location to provide employment generating development and noted that the recent developments on Langford Business Park (West side of Canal), "have increased the standard of development for the area along Langford Road" (p. 82). As such, the Review suggests that this cluster, in addition to the neighbouring Station Field Industrial Park (East side of Canal), be protected for high quality employment generating development. The 2012 Employment Land Review Update identifies 6.5 ha of undeveloped land in the Langford Lane Business Cluster.

In order to maximise its potential to support the area's wider growth aspirations, the Local Plan notes that, "progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries." It notes that economic analysis has identified the need for employment land in Kidlington to accommodate uses such as high tech industries.



Site Ref	Employment Cluster	Area (Ha)	Undeveloped sites (Ha)	Condition
K1	Cherwell Business Park	5.3		Poor or very poor
K2	Station Field Industrial Park	8.3		Good or very good
K3	West side of Canal	11.8	1.4	Good or very good
K4	Motor Park	4.8		Good or very good
K5	Oxford Spires	6.0	1.3	Good or very good
K6	Begbroke Science Park	4.8		Good or very good
K7	London-Oxford Airport	20.0		
K8	Field of Langford Lane	8.9	6.5	

Source: Cherwell Employment Land Study (URS, 2012)

Figure 7.4 Kidlington employment areas

Future plans

On 10 October 2016, Bloombridge and Hill Street Holdings had planning permission (14/02067/OUT) granted for a 'New build Technology Park comprising 40,362 m² of office, research and development, laboratory, storage and ancillary space' on land to the south of Langford Lane, Kidlington.

The site, comprising 8.2 ha of Green Belt land, is situated to the south of the airport entrance. The approved application emphasises that Kidlington has experienced significant economic growth due to the strong demand for employment land by firms that have increasingly higher-value operations. However, supply of employment land (particularly B1) is insufficient to meet growing demand.

The site will house hybrid buildings to attract occupiers from a range of sectors including life science, high tech, clean tech, possibly aerospace and aeronautical industries. An innovation centre will mark the entrance leading to a series of bespoke hybrid buildings comprising office and lab space as well as storage/warehouse. The target audience for the site would be businesses from Oxfordshire and beyond. It will be aimed at those firms who have struggled to find affordable space around Oxford. They report a steady flow of high tech industries in the area over the years, all of which have had to take either pure office space or plain industrial space and convert for their specialist uses. The space will appeal to occupiers that do not wish to pay higher rents closer to Oxford.

The proposed development will generate significant economic benefits in Kidlington, by supporting a large number of high-value and highly skilled jobs in the area. Attracting highly skilled people to the area increasing the workplace population and potentially increasing the local resident population; generating additional expenditure in the local economy. The increase in workplace and household expenditure will also support further employment through the local supply chain.

However, Kidlington will need to increase the levels of goods and service provision in the area to meet the additional demand the proposed development will generate as a result of the additional workplace and resident population. The development will also support a number of temporary construction jobs during the build phase, which could also benefit the local supply chain and create further employment. In terms of synergy with other nearby facilities, the promoters envisage that Begbroke Science Park would provide phase 1 space and Langford Lane would provide second and third stage space for firms. The growth of Langford Lane is expected to be supported by the growth of London Oxford Airport and other nearby sites such as Silverstone.

7.6.2 London Oxford Airport

The London Oxford Airport is located one mile north of Kidlington Village Centre and is bordered by Langford Lane to the south. The airport is owned by Oxford Aviation Services and occupies a total of 508 acres of land. The airport is used by general aviation and business aviation operators and hosts over 5,500 business aviation flights a years. It also serves commercial passenger aviation, either scheduled airline services of seasonal charter flights, however currently this side of the business is limited. The airport also continues to grow its air cargo activity.

There is capacity for 160,000 movements a year and with currently 40,000 movements a year on average, there is scope for expansion. A key constraint to growth includes the runway length which means that the airport can only be served by planes with up to 100 seats. The airport is also restricted by planning agreements which determine the hours of flying at the airport.

Approximately 1,000-1,200 people are employed on the airfield in all areas of aerospace and engineering support. Key occupiers include the CAE Oxford Aviation Academy, Airbus Helicopters and Gama Aviation.

The airfield site is home to a number of businesses in the technology, aerospace, and related sectors. These include subsidiaries from international firms such as Raytheon and Hunting and the focus of their businesses range from scientific and environmental research to aerospace design and aviation management.

The world-renown CAE Oxford Aviation Training school operate a fleet of 20 aircraft, however recent years have seen a radical change in training techniques with greater use of ground base simulators. Students at the aviation training school are important users of Kidlington town centre. There are generally around 400 students who reside on and off site.

Future plans

The Airport is looking to increase the scope of knowledge-based and high-skilled employment on the site with appropriate amenities for maintenance support providers (hangars, workshops, warehousing etc). They intend to continue their strong tradition of providing training, through enhanced pilot training facilities and student accommodation. Given the constraints on future growth imposed by the restricted runway length and competition from other airports, London Oxford Airport relies heavily on income from their airfield

property portfolio to sustain the operations of the airport. As a result they intend to build upon their established position as a mini-aviation business hub and attract future aviation related support companies.

There have been a number of recent physical improvements to the airport, including widening and strengthening of the runway, establishment of an 8,000 sq.ft. business aviation terminal, 12,500 sq.ft. office building and 48,000 sq.ft. hangar that will support the future growth plans. The London Oxford Airport's catchment mainly covers a one hour drive time.

London Oxford Airport is the 5th biggest in the UK in terms of private aviation. Both businesses and individuals use the airport, including firms such as JCB, Shell and BMW.

The Airport would like to get back into the commercial sector, but not at any cost. The most likely route to be reinstated would be Oxford-Edinburgh twice a day. Longer term any expansion of the commercial airline side would require expanded passenger facilities.

All of the land is in the greenbelt, though the airport has permitted development rights to build in the greenbelt as long as this is airport related (national policy – part 18). The most likely mix of uses would be space for hangers, offices and workshops.

London Oxford Airport is very positive about extensions around Begbroke Science Park and Langford Lane as this will help to support business flights. A key requirement for the airport was the opening of Oxford Parkway station which is seen as being fundamental to the growth of the airport. London Oxford Airport would be keen to ensure that bus services link the airport to the station in around 6-7 minutes potentially stopping at Begbroke and avoiding the town centre (however this route would offer no benefits to Kidlington Village Centre). Key concerns to future growth include congestion through the town and along the A34.

There is a clear alignment between the airport's future growth plans and the overall growth plans outlined in The Cherwell Economic Development Strategy 2011–16. This Strategy acknowledges the airport as key for attracting inward investment and supporting the growth of established, higher-valued business clusters (Themes 12 and 17). More specifically, the efficiencies in transport that the airport provides to nearby firms will help existing businesses expand operations and will also allow Kidlington to be a suitable business location for new firms that require global transportation services.

The growing cluster of high-technology firms located on the airport premise and their relations with surrounding area such as Begbroke

Science Park and Langford Lane also presents an opportunity to support the development of the area as a whole by gradually upgrading commercial activities to those of higher-value. This is acknowledged in the Local Plan (2015), which states that employment land should “create a gateway with a strong sense of arrival from the airport and to the [Langford Lane] industrial estate” (Policy Kidlington 1).

7.6.3 Begbroke Science Park

The Begbroke Science Park is owned and operated by Oxford University and offers business incubation space and accommodation for new companies as well as academic research space for departments within the university. The Science Park has outline permission for a total built areas of 21,000 m² within the core science park site.

It is located one mile west of Kidlington Village Centre along Woodstock Road. Firms located on the premises are primarily related to engineering and material science, life sciences, energy, computing, nanotechnology and automotive sectors. University organisations located on site include the University Institute for Advanced Technology and the Centre for Innovation and Enterprise.

Begbroke actively promotes the knowledge and technology transfer between the businesses as well as academic activities it houses through organised events and seminars. Additionally, there is a strong emphasis on the commercialisation of academic research into new business start-ups, as well as the growth of existing businesses. In addition to various forms of business support, Begbroke actively supports firms to connect with early-stage finance sources such as the Isis Angels Network and The Oxford Investment Opportunity Network.

The University operates a minibus Service which serves the science park.

Future plans

The Cherwell Economic Development Strategy 2011–16 highlights the important role that Begbroke will continue to play in developing the knowledge economy within Kidlington and the wider Oxford area. Theme 7 of the Strategy focuses on the expansion of Begbroke, with plans including new road access (now constructed), the opening of an ISIS Innovation Centre to support technology transfer, and increased business accommodation space. The Strategy also addresses the importance of ensuring that new spin-out companies are encouraged and supported to stay within the local area and support the local business cluster growth.

The Cherwell District Employment Land Review (2012) also stresses the important role that Begbroke has in ensuring that the existing cluster of high tech/knowledge economy industries around the Science Park, Langford Lane and London Oxford Airport are able to expand and attract new firms. This most recent Employment Land Review highlighted “the relative lack of available and suitable office premises in Kidlington to match the latent demand” and that supply of office employment land must be expanded in order to accommodate the higher-value companies looking to locate in the district.

This point is supported by the Local Plan which, notes that Kidlington, and Begbroke in particular, have the potential to provide land for high-tech university spin-outs, which are seeking to locate in the area and expand upon the existing cluster in north-west Kidlington.

7.6.4 Relationship to Kidlington village centre

The Village Centre needs to establish a distinct role and improve its offer in order to increase its draw. Future plans could include more food retail, including convenience, more parking and a conscious allocation of office business space and new housing in appropriate locations.

7.7 Tourism

The North Oxfordshire Tourism Study & Tourism Development Action Plan 2015-2020, October 2014 shows potential for significant future growth in tourism in Cherwell in terms of:

- *“The projected growth in population and increasing affluence in the District and surrounding areas - which will fuel growth in demand for day visits, visits to friends and relatives and weddings and family occasions.*
- *The expansion of Bicester Village and new rail link to Bicester Town from London and Oxford - which should deliver an increase in visitors to Bicester Village.*
- *The possible development of a major new visitor attraction on the former RAF Bicester site.*
- *The potential for existing and new visitor accommodation businesses to capitalise on the forecast national growth in domestic and inbound overseas tourism by positioning themselves as a base for visiting the surrounding major attractions and destinations, or as a stop off point on an extended tour of the country.*

- *The projected development of the District's economy - which will drive growth in corporate demand for hotel and serviced accommodation and support hotel and other accommodation development.*
- *The potential for the District to capitalise on current tourist accommodation development trends.”*

Kidlington could benefit from these opportunities, in particular:

- Promoting use of the Oxford Canal - The canal has the potential to attract more leisure visitors by boat as well as providing a focus for activities such as walking, cycling, boat trips and fishing and providing general visitor interest. There is a good working partnership and Canal and River Trust committed to promoting the use of the canal for leisure purposes. Priorities include the identification of key sites and opportunities for new canal-side leisure development and boat servicing facilities including marinas, improving physical access to the canal and the creation of hubs of activity.
- The potential for new visitor accommodation - There are no hotels or conference facilities in Kidlington and a limited number of bed & breakfast establishments. The proximity to London Oxford Airport, Begbroke Science Park and the business parks may provide the opportunity for hotel and conference facilities. At present, there are only a small numbers of B&Bs and guest houses in the Kidlington area. The Tourism Study identifies Kidlington as a suitable location for a budget hotel.
- Making Kidlington a more attractive visitor destination - for example through:
 - providing a sense of arrival and welcome
 - creating a ‘sense of place’
 - enhancing the quality of the public realm
 - giving the visitor things to do and a reason to visit i.e.: improving the offer and visitor facilities - hotel accommodation, moorings and facilities for canal users, extending the choice and quality of food and drink offer
 - ensuring there is sufficient orientation and information for visitors.

8.0 Housing

8.1 Introduction

Oxfordshire is a relatively high value market and house prices indicate strong house price growth over the pre-recession decade. The strongest demand pressures are in Oxford which has recently been identified in the property market as the “least affordable location in the country” to buy a home; followed by the south of the county (Vale of White Horse and South Oxfordshire). In relative terms, the evidence points to less market pressure in Cherwell District. However, house prices and rents are higher in Kidlington than in other parts of the District and estate agents report a high demand for market housing in the village with demand outstripping supply. This reflects the strategic location of Kidlington in relation to Oxford and historically lower prices for comparative properties than in the city.

Cherwell’s Housing Strategy 2012-2017 has six strategic priorities:

- Strategic priority 1: Increase the supply and access to housing
- Strategic priority 2: Develop financially inclusive, sustainable communities
- Strategic priority 3: Support our most vulnerable residents
- Strategic priority 4: Ensure homes are warm, safe and well managed
- Strategic priority 5: Prevent homelessness
- Strategic priority 6: Maximise resources and be an ‘investment-ready’ district

The County-wide Strategic Housing Market Assessment (SHMA) (2014) confirmed that Kidlington is directly affected by pressures in the Oxford housing market. Evidence points towards significant affordability pressures, both in regard to the (un)affordability of market housing and in terms of an acute shortage of affordable housing. This is borne out in levels of overcrowding in the city, very high land values and the high entry-level house prices which are 10 times the annual earnings of young households. Oxford has some of the highest land values in the region. Lower quartile house prices are 10 times that of annual lower quartile earnings. Tackling affordability has been identified as the primary issue alongside meeting increased demand. The growth of smaller households including single person households and the growth of households headed by people over 65 are the most significant demographic drivers. These factors point

strongly towards a need to delivering more homes in the future in order to ensure that young households can form a home or get a foothold on the housing ladder, particularly in Oxford.

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 could be tested through their respective Local Plans. On 26 September 2016 an apportionment was decided upon by the Oxfordshire Growth Board. Cherwell District has been asked to accommodate an additional 4,400 homes by 2031. The Council is currently (November 2016) considering whether and how Cherwell can sustainably accommodate the additional growth through a Partial Review of Part 1 of the Local Plan.

8.2 Planning Policy Context

No strategic housing growth is proposed at Kidlington in the Local Plan to meet Cherwell’s needs but other housing opportunities will be provided. In considering the scope of new residential development within the built-up limits of Kidlington, the Local Plan states that consideration will be given to its role as a larger service centre and its urban character, the functions that existing gaps and spaces perform and the quality of the built environment.

Kidlington is designated as a Category A Service Village suitable for minor development, infilling and conversions (Policy Villages 1). Policy Villages 2 states that a total of 750 homes will be delivered at Category A villages (including Kidlington). This will be in addition to the rural allowance for small site ‘windfalls’ and planning permissions for 10 or more dwellings as at 31 March 2014. Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission. Small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites (Policy Villages 3).

Policy BSC2 of the adopted Local Plan states that housing development will be expected to make effective use of land and the Council will encourage the re-use of previously developed land

in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development.

Policy BSC3 states that at Kidlington, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

The Council will support proposals for community self-build or self-finish affordable housing where they will meet a specific, identified local housing need and particularly where they will result in suitable empty properties being brought into residential use. In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the degree of harm that would be caused, for example to the appearance of the village, the surrounding landscape or to the historic environment. **Policy Villages 3: Rural Exception Sites** states:

‘The Council will support the identification of suitable opportunities for small scale affordable housing schemes within or immediately adjacent to villages to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing development’.

8.3 Housing need

A County-wide Strategic Housing Market Assessment (SHMA) was commissioned jointly by the Oxfordshire local authorities in 2014 to provide a detailed assessment of housing need on a District and County-wide basis. The SHMA identified a need for 1,142 homes per year in Cherwell to support a “Committed Economic Growth” scenario. The adopted Local Plan meets this requirement in full. The Committed Economic Growth Scenario provides for demographic needs but also takes into account the present level of employment commitments in the district and nearby, the very positive prospects for the county’s economy, the relevant county and district Strategic Economic Plans, the Oxford/Oxfordshire City Deal (2014) and the objectives of the two Local Economic Partnerships involved.

The Inspector at the Local Plan Examination concluded that the 2014 SHMA and the modifications to the Local Plan Part 1 arising from it properly address the NPPF's requirements for a "significant boost" to new housing supply and to meet the full Objectively Assessed Needs (OAN) of the District, including for affordable housing, as well as take account of "market signals".

In adopting the Local Plan, the Council 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. This is being addressed in the Partial Review of the Local Plan currently being undertaken.

8.4 Affordable Housing

The Council has a high level of need for affordable housing which is defined by the Government in the NPPF as comprising social rented, affordable rented and 'intermediate' housing (such as shared ownership) provided to eligible households whose needs are not met by the market. The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 has identified a net need of 407 affordable homes per year. This is calculated by taking into account the backlog need, need from newly forming households, existing households falling into need and the supply of affordable housing.

No specific housing needs survey has been undertaken in Kidlington. Planning applications are assessed against the District's affordable housing requirements to establish tenure and mix.

The average price of a 3 bedroom semi-detached house in Kidlington is currently in the region of £350,000 (February 2016). Rentals are generally higher in Kidlington than elsewhere in the district. In January 2016, the average rental for a 1 bedroom flat was in the region of £850 a month and £1200 for a 3 bedroom house.

House prices reflect the higher land values in Kidlington compared to other parts of the district.

The Council's Housing Strategy 2012–17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing. The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities. The Housing Strategy recognises the need for affordable homes, and aims to ensure that Cherwell is well-placed to maximise investment by Registered Providers and to respond to opportunities as they arise. Securing new affordable housing on site as part of larger developments is the most significant way in which homes can be provided.

An Affordable Housing Viability Study has been produced to assess the levels of affordable housing that could reasonably be required from new housing developments. In general, the higher land values in rural areas and at Kidlington allow for higher affordable housing requirements per site than at Banbury and Bicester where land values are lower. The Affordable Housing Viability Study demonstrates that in general affordable housing can be delivered in Cherwell without social housing grant or other grants.

The Council will support proposals for community self-build or self-finish affordable housing particularly where it will result in suitable empty properties being brought into residential use. The Council has established a community self-build housing programme known as 'Build!' to promote new build and for the refurbishment of empty homes. It is a member of a Government-Industry Self-Build Working Group and has contributed to a National Action Plan to develop community self-build. The Council is also in the process of establishing a District-wide Community Land Trust which will help create the conditions for, and facilitate, community-led housing more generally.

8.5 Housing mix

Meeting housing needs depends not only on increasing the supply of suitable housing but also on encouraging a mix that can help improve the functioning of the housing market system, make it more fluid, and enable households to more easily find and move to housing which they can afford and which better suits their circumstances.

Policy BSC4 requires the provision of a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another as the needs of households change. Cherwell has substantially more detached and more semi-detached housing and fewer terraced houses and flats than Oxford, reflecting its position as a more rural and suburban area. This means that there will be fewer smaller, more reasonably priced entry level homes affordable to younger, newly formed households.

The Oxfordshire Strategic Housing Market Assessment (SHMA 2014) provides conclusions on a strategic mix of housing for Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA advises that at an individual local authority level, there is a greater need for 3-bed properties in Cherwell and that the overall mix identified is focused more towards smaller properties than the existing mix of homes in Oxfordshire. The SHMA also advises that in applying policies for housing mix to individual development sites, regard should be had to "...the nature of the development site and character of the area, and to the up-to-date evidence of need as well as the existing mix and turnover of properties at the local level" (paragraph 7.40).

The need for housing for those with care needs is also significant. 'Extra care' housing in particular will be important in meeting the housing needs of an older population across all tenures. Extra care housing comprises self-contained accommodation for older and disabled people which enables independent living by providing a range of support facilities on the premises and 24-hour care services. Extra care can also contribute in achieving more social cohesion by providing an opportunity for community living and a better mix of housing within residential areas. The NPPF recognises that a key driver of change in the housing market over the next 20 years will be the growth in the population of elderly people. Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the District Housing Strategy 2012-2017. The 2014 SHMA also highlights that an ageing population and higher levels of disability and health problems amongst older people will mean an increasing demand for specialist housing.

There is increasing demand for housing in Kidlington in particular, smaller home suitable for smaller and newly formed households. The market has responded to this demand through an increasing number of planning applications for the conversion of larger houses into flats and the demolition of larger units and replacement with flats. This has the benefit of increasing housing stock in the village but must be carefully controlled in order to minimise impact on village character and amenity and to ensure that adequate parking provision and infrastructure is provided to meet the needs arising from the development. There is increasing concern about the impact of conversions and redevelopment on the character of the village, design quality and associated problems of parking.

Retained policies in the adopted 1996 Local Plan are currently applied in the determination of planning applications. These will be replaced by The Local Plan Part 2 will contain Development Management policies relating to the conversion of houses to flats and the provision of an appropriate mix of housing types and tenures in the village.

There is a need to create local housing ladders through the provision of more housing suitable for older people; more moderately sized family housing which is affordable to those on average incomes and more downsizing homes. This will enable greater movement in the housing market and address issues relating to under and over-occupation.

8.6 Tenure

Kidlington has just over 600 Registered Provider (typically Housing Associations) rented properties with high concentrations around Grovelands, Croxford Gardens, Marlborough Avenue, Cherwell Avenue and Bramley Close.

The Registered Providers/Local Authorities that have stock in Kidlington are:

- Green Square (Oxfordshire Community Housing Association)
- Sanctuary HA (Banbury Homes/Charter HA)
- Oxford City Council
- Sovereign HA
- Catalyst HA
- Bpha
- Bromford HA

Cherwell are considering new tenure initiatives for future schemes including private rented models and private sector leasing.

Bpha have recently completed a scheme of affordable Extra Care homes in The Moors which has provided 39 rented units.

Cherwell have developed a self-build scheme, based on 'sweat equity' shared ownership. Sweat equity is an interest or increased value in a property earned from labour and is used to describe the value added to property by owners who make improvements by their own work. Families who would otherwise be unable to purchase a home

contribute sweat equity hours to the construction of their own home. If the 'sweat equity' amounts to less than 25% of the total value of a dwelling, the self-builders must purchase additional equity to have the minimum of 25%. Initial schemes are likely to be in Bicester, but Cherwell are actively looking for additional sites to roll out this model including potential rural exception sites, or brownfield sites. Ultimately the land will be transferred to a Community Land Trust.

The Build! Project introduced by Council Build! offers an individual, or group of people, the opportunity to come together to either build a new home, or to renovate and decorate an existing property. In return for the work they put in they can benefit from a reduced purchase price or lower rental rates. Those involved also get a greater opportunity to create a home that is more suited to their individual needs. During 2014 and 2015 in the region of 250 new homes in Banbury and Bicester were created through this project. The properties will be available to buy on a shared ownership or outright sale basis, or to rent at 80% of the open market value.

8.7 Housing land supply

The Council's 2015 Annual Monitoring Report includes a stated position of 5.6 years for the five year period 2016-2021 (and previously 5.3 years for 2015-2020).

On 12 May 2016, an appeal decision relating to a case at Kirtlington (APP/C3105/W/15/3134944 & 14/02139/OUT) was received which confirmed that the Council can demonstrate a five year housing land supply (subject to detailed comments about the district's supply position).

From 2011 to 2016, 226 new homes (net) were completed in Kidlington Parish and at 31 March 2016 a further 37 new homes (net) had planning permission but had not been built. In Gosford and Water Eaton Parish, 13 new homes (net) had permission but had not been built (source: Cherwell District Council).

The Council's Strategic Housing Land Availability Assessment (SHLAA) provides an informed estimate of land availability for housing at a given point in time, to inform plan-making and to help maintain a five-year supply of housing land. For sites to be identified in the SHLAA they must be deliverable (available now and with a realistic prospect of development in 5 years) and developable within the plan period. The 2014 SHLAA Update identified only one site within the settlement boundary as having potential for development taking into account issues of deliverability and planning policy:

- Builders Yard, The Moors (Site KI082) - capacity 13 dwellings

The SHLAA identified an expected supply of 86 dwellings on sites with planning permission at 31 March 2014. These were: 54 at Thornbury House (completed 2015/16); 22 dwellings at 1-20 Lakesmere Close (completed 2014/15); and 10 dwellings at 4 The Rookery, which has been superseded by a new permission for 30 dwellings (completed 2015/16).

A small sites windfall allowance of 221 dwellings over the period 2014-2031 is also identified in the SHLAA Update to take account of small sites which may come forward for development within the built-up area.

Taking into account sites with planning permission or potential for development within the settlement boundary and small site windfalls, the SHLAA estimated a potential housing land supply in Kidlington equivalent to 320 homes in the period up to 2031.

The 2014 SHLAA Update also identified three sites (KI095, KI103 and KI104) outside the settlement boundary with a combined capacity of 357 dwellings which could be considered as having housing potential with changes to adopted Green Belt policy. However, it is acknowledged that exceptional circumstances would have to be demonstrated for the release of these sites from the Green Belt.

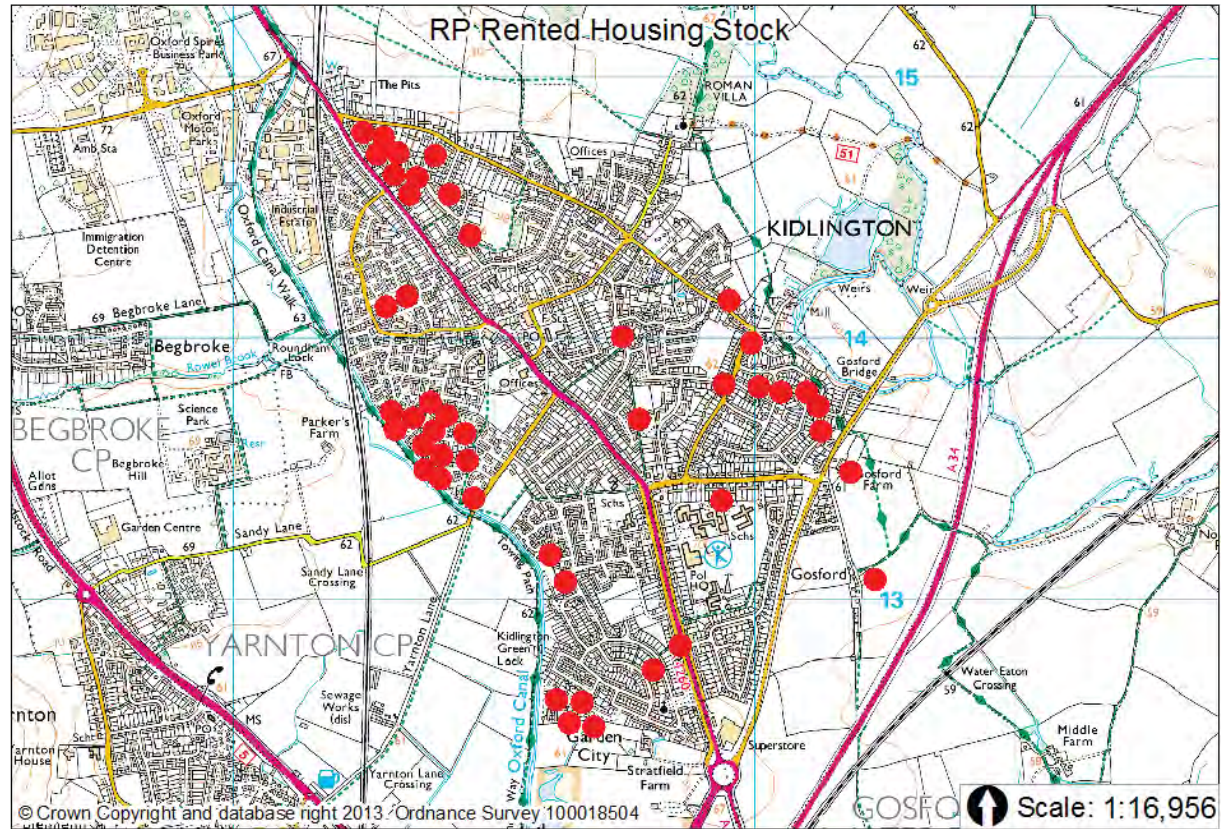


Figure 8.1 Kidlington housing stock. Source: Cherwell District Council, 2013

9.0 Planning context

9.1 National policy

9.1.1 National Planning Policy Framework (NPPF)

The NPPF sets out the Government’s planning policies and how it expects these to be applied and replaces previous planning policy guidance and statements. At the heart of the NPPF is a presumption in favour of sustainable development in plan-making and decision-taking and it identifies three dimensions to sustainable development: economic, social and environmental. The following key objectives are identified:

- economic – building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- social – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- environmental – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The NPPF reiterates that these roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system and the planning system should play an active role in guiding development to sustainable solutions.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure;
- widening the choice of high quality homes;

The NPPF requires Local Plan making to:

- contribute to the achievement of sustainable development;
- reflect vision and aspirations of local people;
- achieve economic, social and environmental gains;
- avoid significant adverse impacts and to consider development options;
- involve meaningful engagement;
- as far as possible develop a collective vision and agreed priorities. develop strategic policies to cover the homes and jobs needed; retail, leisure and commercial development; the provision of infrastructure; the provision of community and cultural facilities including health and local facilities; climate change mitigation and adaptation; and the conservation and enhancement of the natural and historic environment including landscape.



National: NPPF



Strategic: Oxfordshire 2030



Local: Cherwell Adopted Local Plan Part 1

Figure 9.1 Planning context documents

9.2 Strategic policy

9.2.1 Oxfordshire 2030 Sustainable Community Strategy

The Oxfordshire 2030 Sustainable Community Strategy sets out a long-term vision for Oxfordshire's future:

'By 2030 we want Oxfordshire to be recognised for its economic success, outstanding environment and quality of life; to be a place where everyone can realise their potential, contribute to and benefit from economic prosperity and where people are actively involved in their local communities' (source: www.oxfordshire.gov.uk).

The ambition is to:

- Create a world class economy for Oxfordshire building particularly on the high tech sector.
- Have healthy and thriving communities. We want to sustain what is good about our city, towns and villages but also respond to the needs of the 21st century including the impact of demographic and lifestyle changes.
- Look after our environment and respond to the threat of climate change and the potential for more extreme weather conditions. The threat of flooding is a particular concern.
- Break the cycle of deprivation by addressing the regeneration needs of disadvantaged communities; reducing the gap between the best and worst off and supporting people to maximise their talents and raise their aspirations.

The objectives for Cherwell include:

- Develop the unique characters of Banbury, Bicester and Kidlington and engender a sense of pride, belonging to the community and heritage.
- Secure housing growth that meets the Government targets and the needs of the district through an appropriate mix of market and affordable housing.

9.3 Local policy

The Council's key planning policy documents will be as follows:

- Cherwell Local Plan 2011–2031 (Part 1): complete and adopted by the Council on 20 July 2015. Comprises the main strategy document containing strategic development sites and policies.
- Cherwell Local Plan 2011–2031 (Part 2): Development Management Policies and Sites – under preparation. Will contain detailed planning policies for considering planning applications and non-strategic site allocations. Upon adoption by the Council it will become part of the statutory Development Plan
- Partial Review of Cherwell Local Plan 2011–2031 (Part 1): under preparation. Will contain a supplemental planning strategy and strategic development sites in order for the district to contribute in meeting the identified unmet housing needs of Oxford City.
- Community Infrastructure Levy (CIL) Charging Schedule: under preparation for consideration. Comprises a schedule of charges for contributions to off-site infrastructure, payable by developers
- Supplementary Planning Documents (SPDs): in preparation. SPDs expand upon and provide further detail to policies in Development Plan Documents.

Currently (November 2016), the existing statutory Development Plan includes the Cherwell Local Plan 2011–2031 (Part 1) adopted in July 2015 and the saved policies of the adopted Cherwell Local Plan 1996 that have not been replaced by the new Local Plan Part 1 (see Appendix 7 of the adopted Local Plan). The Cherwell Local Plan 1996 was adopted in November 1996 and policies were saved from 27 September 2007. A Neighbourhood Plan has also been made but does not affect the Kidlington area.

As previously highlighted, the Council is undertaking a Partial Review of its Local Plan to help with Oxford's unmet housing need. This is in order to meet a commitment embedded within the Local Plan.

The commitment in the Cherwell Local Plan states (paragraph 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'.

On 26 September 2016, the Oxfordshire Growth Board considered the results of the joint work programme which has been undertaken since November 2014. The Growth Board decided on an apportionment of approximately 15,000 homes to the district and city councils. Cherwell District has been asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes) by 2031.

A consultation paper was published by Cherwell District Council in January 2016 which outlines the key issues that the Partial Review may need to address. In November 2016, the Council published an options consultation paper. It anticipates consulting on a Proposed Submission document in April/May 2017 before submitting the document for examination in July 2017. Work is also on-going on the Cherwell Local Plan Part 2 which will contain more detailed planning policies to help determine planning applications and allocate smaller non-strategic sites for development for a range of uses. A consultation paper was published in January 2016 outlining the key issues that the Local Plan Part 2 may need to address. An options paper is expected to be consulted on early in 2017. Further consultation on a Proposed Submission document is presently expected in June / July 2017 before submission for examination in September.

9.3.1 Cherwell Local Plan Part 1

Cherwell District Council has taken a conscious decision to concentrate growth at Bicester and to a lesser degree at Banbury, to secure economic benefits, especially in their retail, commercial and manufacturing roles. The two towns are the most sustainable locations for growth in the District and are the right places to meet the economic and social needs of the District whilst minimising environmental impacts. The Council is, however, also seeking to enhance Kidlington's economic role to build on the recent development of modern business parks and its proximity to both London-Oxford Airport and Begbroke Science Park.

The vision underpinning the Local Plan is as follows:

'By 2031, Cherwell District will be an area where all residents enjoy a good quality of life. It will be more prosperous than it is today. Those who live and work here will be happier, healthier and feel safer.'

The key aims of the Local Plan are to:

- Provide certainty for communities and developers as to what will / can be developed and where.
- Focus development growth at the two towns of Bicester and Banbury.
- Control the level of proposed growth at the villages.
- Create a major platform to help deliver economic development in a recession.
- Strengthen the town centres.
- Avoid coalescence with villages, by introducing new green buffers around the towns.
- Emphasise high environmental standards and design quality.
- Promote area renewal and regeneration.
- Support development innovation such as Community Self Build.

The spatial strategy which underpins the Local Plan may be summarised as follows:

- Focusing the bulk of the proposed growth in and around Bicester and Banbury.
- Limiting growth in rural areas and directing it towards larger and more sustainable villages.
- Aiming to strictly control development in open countryside.

The Local Plan highlights a number of key challenges to building sustainable communities which are of relevance to Kidlington, in particular:

- The need to make market housing more affordable.
- The need to provide more family housing for newly forming households in rural areas.
- Meeting the needs of an ageing population and those with special needs.
- The need to improve educational attainment.
- The need to protect and enhance the identity of Cherwell's towns and villages, to maintain or create a sense of belonging and improve social cohesion.
- The need to consider the implications of low population growth (and potential depopulation) in Kidlington.

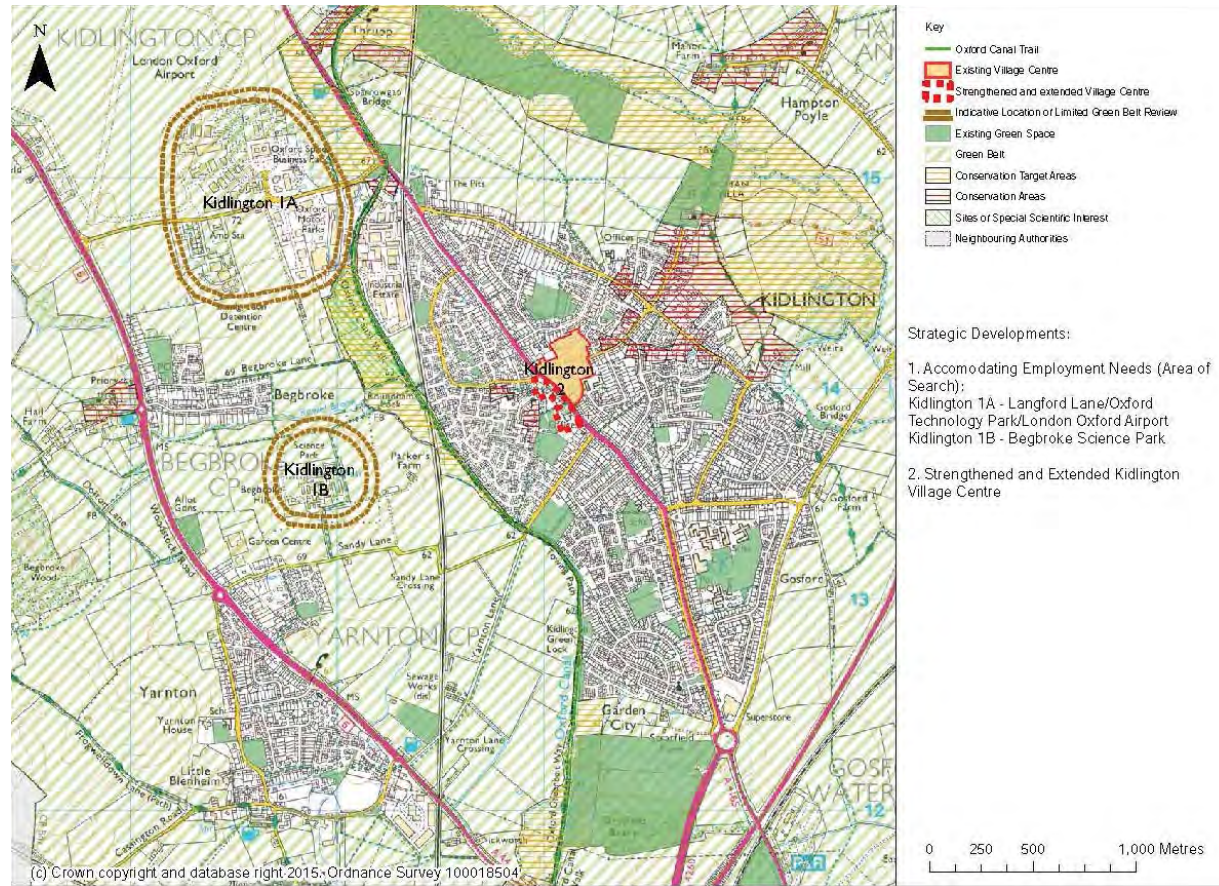


Figure 9.2 Kidlington proposals map, Cherwel; Adopted Local Plan, 2015

9.3.2 Infrastructure Delivery Plan

A detailed schedule of infrastructure requirements is set out in the Infrastructure Delivery Plan (IDP) which is updated by the Council each year. The IDP is prepared following the assessment of policies, and discussions with infrastructure providers. Deficiencies and future infrastructure needs are informed by evidence documents and plans and programmes from infrastructure providers and other organisations. The IDP is a live document supporting the Local Plan and it will be adjusted to reflect changes in circumstances and strategies over time.

The schedule of infrastructure requirements for Kidlington identified by the Council in the IDP includes highway improvements and improvements to the cycling and walking network; new and improved education and community facilities; new and improved green infrastructure and utilities provision. The provision of social infrastructure, educational facilities and green infrastructure is primarily dependent on developer contributions.

The adopted Local Plan states that due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought. The Infrastructure Development Plan December 2015 Update identifies the requirement for the expansion of existing primary schools with the location depending on the distribution of rural housing to be identified in Local Plan Part 2. The Local Plan Part 2 will allocate non-strategic sites in the District and provide greater certainty to the specific location of growth in Kidlington and the rural areas. More detailed information on the provision of infrastructure in the rural areas will be provided in the DPD.

Policy INF 1: Infrastructure states:

The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the district's growth, to support the strategic site allocations and to ensure delivery by:

- Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure.
- Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery
- Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space
- Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.'

9.4 Draft CIL Charging Schedule and Draft Developer Contributions SPD

The purpose of CIL is to raise funds to deliver off-site infrastructure that will support the development proposed within Cherwell. This could include open space, leisure centres, cultural and sports facilities, transport schemes, schools among other requirements. The charging schedule providing the basis of the Levy and must be informed by an assessment of an infrastructure funding gap and the viability of different levels of Levy. The Council published a draft CIL Charging Schedule in November 2016. Should the Council formally resolve to introduce CIL, the proposed Charging Schedule is likely to be submitted for Examination in Spring 2017 in with a view to adoption in Autumn 2017.

The Developer Contributions SPD will establish the contributions required by the Council to support proposed developments. It will outline the general approach to securing developer contributions for different types of infrastructure and make clear what will be secured through legal agreements with developers and what will be secured through the Community Infrastructure Levy. The Council published a draft SPD for consultation in November 2016 and expects to approve the final SPD by Spring 2017.

9.5 Oxford City Council

Given the proximity of Kidlington to Oxford City and the on-going work on the partial review of Part 1 of the Local Plan to help meet unmet housing in the Oxfordshire Housing Market Area, it is important to take account of the City Council's development objectives and relevant planning policies.

Key Development Plan documents comprise:

- Core Strategy (adopted March 2011), Oxford City Council are committed to review the Core Strategy.
- Sites and Housing Plan (adopted February 2013).
- The Northern Gateway Area Action Plan is in preparation and an Options Document is due to be published in February 2014.

The Core Strategy highlights the significant development pressures facing the City notably:

- Huge demand for market housing.
- Pressing need for affordable housing.
- Enabling key employment sectors such as education and R&D to flourish.

- Enabling development needed to maintain city's role as a regional centre for retail, leisure and culture.
- Meeting the day to day needs of residents.

The Core Strategy also identifies the scarcity of land to accommodate development requirements due to the Green Belt, constraints presented by the natural and historic environment and Oxford's tightly drawn boundaries.

Housing is highlighted as a key issue. The city has experienced a booming housing market with house prices comparable to London. As a result there is a lack of housing especially affordable housing. Open market housing has become more difficult to obtain and expensive with house prices on average 8.8 times greater than annual incomes. This has caused problems for existing residents wanting to relocate in the local community and younger people wanting to buy in Oxford.

A key priority of the Oxford Core Strategy is to promote economic growth and supporting development at the Northern Gateway which is located in close proximity to Kidlington. Policy CS6 proposes:

- Employment-led development with supporting infrastructure and complementary amenities
- The maximum employment floorspace for the site is 80,000m² (55,000m² (Class-B) by 2026)
- Complementary uses could include: emergency services, small retail and a hotel
- Residential Development 200–500 homes
- Transport improvements (all modes)
- Sustainable Urban Drainage
- Renewable Energy
- Access to Education.

The Northern Gateway Area Action Plan was adopted in July 2015 and supports the delivery of the Oxford Core Strategy 2026 allocation, and guides future development of this site to the north of the city in the Wolvercote ward. The Northern Gateway Consortium is now preparing an outline planning application for the development of land. The AAP states that planning permission will be granted at the Northern Gateway for:

- up to 90,000m² (gross internal area) of employment development;
- up to 500 new homes;
- a range of local scale retail uses (up to a total of 2,500m² gross internal area); and
- a hotel with associated leisure facilities (up to 180 bedrooms)

It is proposed to increase public transport connectivity and provide new highway infrastructure to relieve congestion in the area.

Oxford has also published a 'First Steps' consultation booklet for work on a new Local Plan which will look forward to 2036. The City Council intends to consult on preferred options in June/July 2017 and a final Plan in June/July 2018 with a view to adopting it in 2019.

9.6 Relevant planning history and current development proposals

There are a number of current and historic development proposals which need to be taken into account in the development of the Framework Masterplan. These are summarised below:

Redevelopment of Co-op car park - outline planning consent granted in July 2007 for residential development on car park to rear of Co-op store. Approval of siting and access but all other details reserved. Maximum height not to exceed 12.5 m. Illustrative scheme showed development with street frontage and car parking retained to rear. Detailed proposals (15/01872/F) have been submitted for 46 x 2 bed flats, 8 x 2 bed flats above store and a remodelled foodstore. A formal decision on the application has yet to be issued.

Gravel Pits Allotments, The Moors - planning consent granted in November 2015 for a 70 bedroom care home and associated parking

13-15 High St - planning consent for demolition of existing building and erection of 3 storey mixed use building (C3, A1 and D1) (May 2014)

46 High St - planning consent granted for 7 flats and parking (July 2014)

1-20 Lakesmere Close - Conversion of 20 Office units to provide 18 dwellings and 4 apartments (August 2013)

Extension to Begbroke Science Park - outline planning permission granted for final phase of current development subject to completion of Section 106 Agreement.

Oxford Technology Park - planning permission granted in October 2016 for a 'New build Technology Park comprising 40,362 m² of office, research and development, laboratory, storage and ancillary space' on land to the south of Langford Lane, Kidlington.

Oxford Parkway Station - new station developed and now open as part of Chiltern Railways project Evergreen 3 which provides a direct rail link between London and Oxford. Located near the Water Eaton park and ride site, with direct bus links to Kidlington, north Oxford, the John Radcliffe hospital and the city centre.

Extra-care flats, Thornbury House, The Moors - planning permission granted for a development of 54 Extra-care flats.

Thames Valley Police HQ, Oxford Road - new headquarters building for 180 staff to replace temporary accommodation (approved October 2011)

New station, Lyne Road - outline consent granted in 2004 for a construction of railway station (platforms, shelters and pedestrian bridge) with associated car parks, cycle storage, vehicular access and pedestrian access, lighting and landscaping. The scheme has not been progressed.

There have been a number of applications for the demolition of bungalows and larger properties and the erection of smaller dwellings and flats (particularly properties on The Moors, Oxford Road and the High St) and applications for the extension and sub-division of existing dwellings to create additional units.

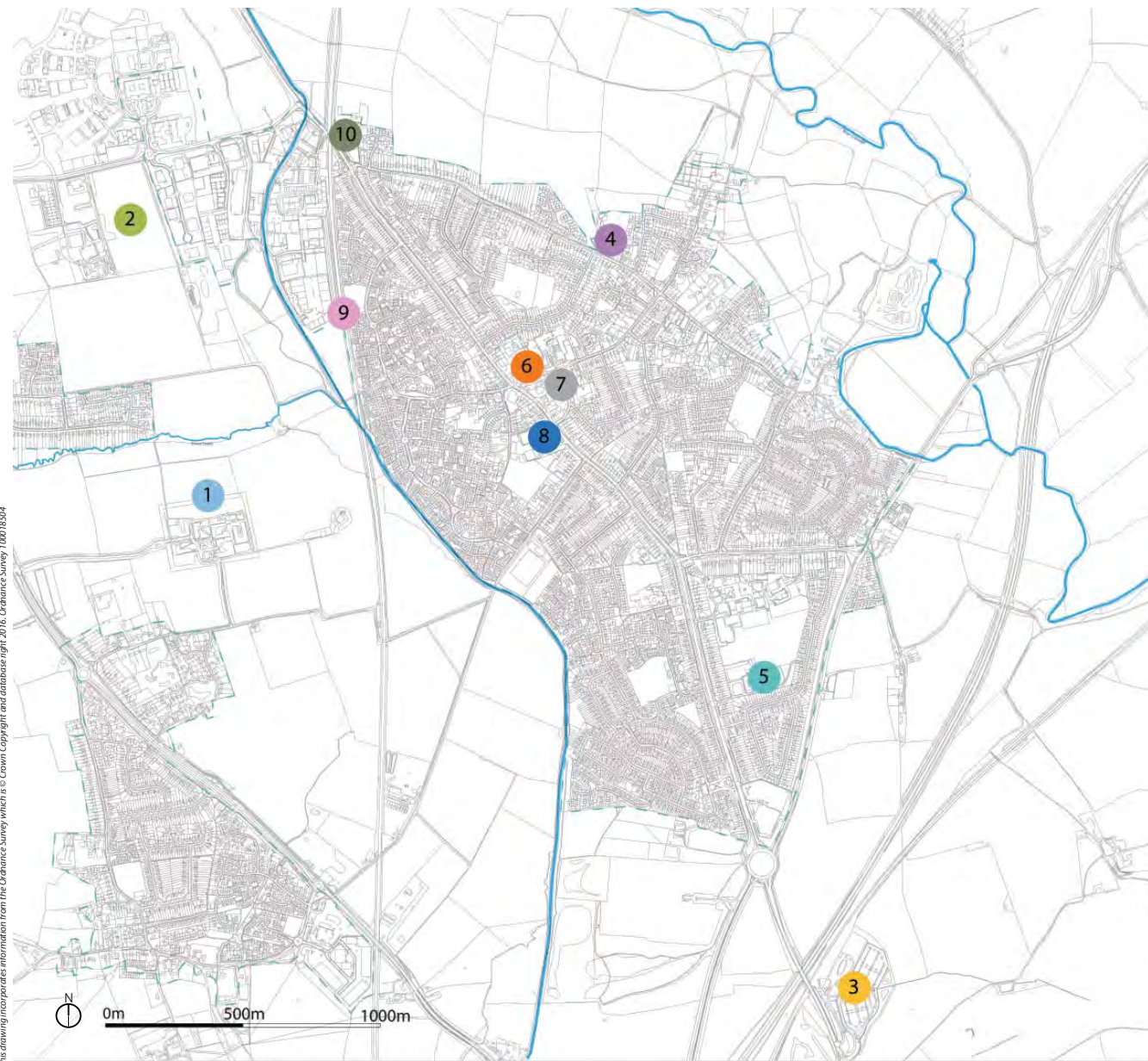


Figure 9.3 Langford Lane employment areas



Figure 9.4 Begbroke Science Park

- 1 Extension to Begbroke Science Park- consented
- 2 Oxford Technology Park- consented
- 3 Oxford Parkway development
- 4 Extra-care flats, Thornbury House, The Moors- consented
- 5 Thames Valley Police HQ, Oxford Road
- 6 13-15 High Street- refused
- 7 Redevelopment of Co-op car park
- 8 Health Centre, Exeter Close- new proposal under consideration
- 9 New Station, Lyne Road- not being progressed
- 10 Gravel Pits care home



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Figure 9.5 Location of planning proposals

Appendix

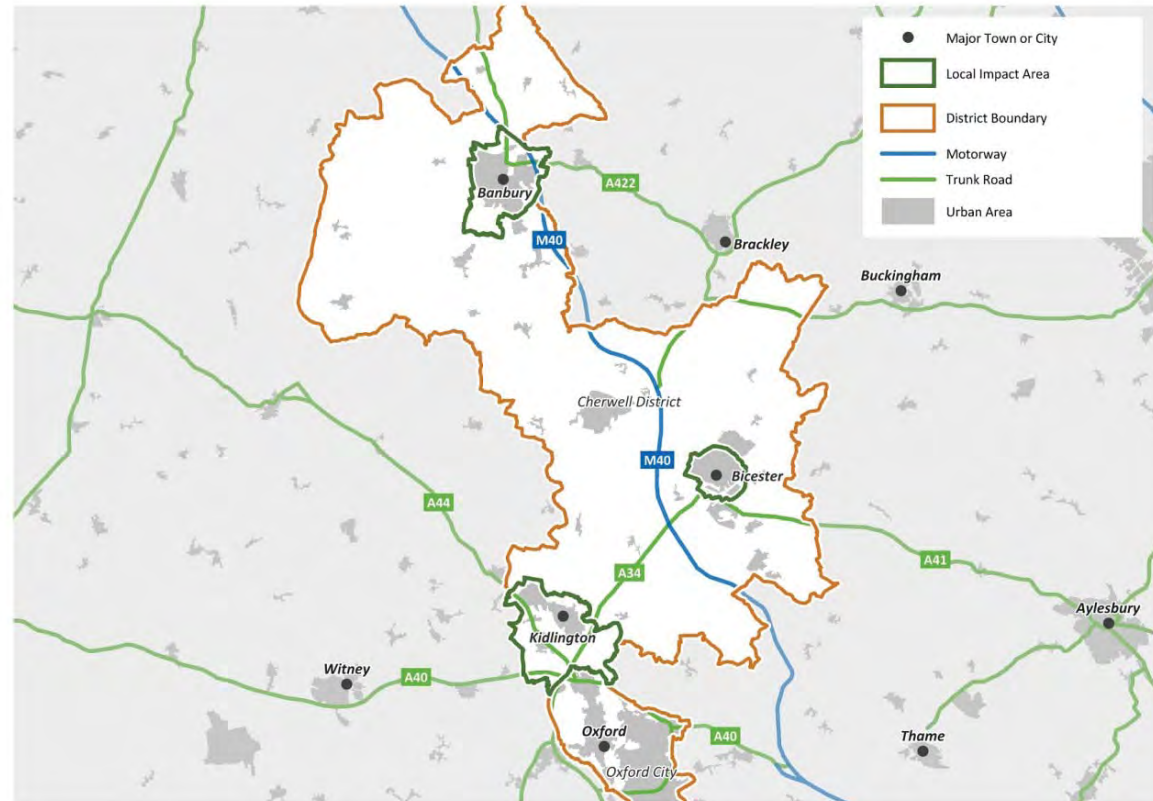
Socio-economic geographies

Socio-economic geographies

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

Please note, ward boundaries referred to throughout are pre-2016 boundaries.

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



Context map

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Prepared by Alan Baxter Ltd / Joanna Chambers, Changing Cities/ Regeneris

Reviewed by Clare Coats

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