

Kidlington Framework Masterplan SPD Consultation Statement December 2016



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1.0 Purpose and Background

- 1.1 This Consultation Statement has been prepared in line with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Order 2012, which states that, before a council adopts a Supplementary Planning Document (SPD), it must produce a statement setting out:
 - i. The persons the local planning authority consulted when preparing the supplementary document;
 - ii. A summary of the main issues raised by those persons;
 - iii. How those issues have been addressed in the supplementary document.
- 1.2 The SPD expands on and provides further detail to Local Plan policies for the village of Kidlington. It examines local issues and options with a view to meeting Local Plan objectives to 2031. It provides planning guidance and identifies potential development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The SPD also provides design guidance and identifies longer term opportunities.
- 1.4 The SPD does not create new development plan policy, nor does it allocate land for development. However, following formal adoption of the SPD by the Council it will comprise statutory planning guidance including on how current planning policies in the Local Plan, adopted in 2015, should be applied.
- 1.5 Details of the consultations and engagement undertaken during the production of the draft SPD are provided in the following section.

2.0 Summary of consultations

The following stakeholder consultations have been undertaken during preparation of the draft SPD:

- Kidlington Voice workshop, 20 September 2013
- Kidlington stakeholder workshop, 20 September 2013
- Kidlington Public Exhibition, 30 March 2016
- Statutory public consultation on the Draft SPD from Monday 14th March 2016 to Wednesday 13th April 2016.

In addition, consultant meetings were held on a regular basis with Kidlington Parish Council Strategy Group on including on 27 June, 10 October 2013, April 2014 and February 2016. Other meetings occurred between Council Officers and the Parish Council. A Cherwell officer also attended the Parish Council's Annual General Meeting on 10 March 2016.

Discussions were also held with major landowners and developers and Cherwell District Council officers either through meetings, email or telephone calls. The outcomes of the above consultations and engagement have helped inform the preparation of the SPD.

2.1 Previous consultation findings

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

Key issues raised in consultation include:

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

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

Kidlington Healthcheck, 2007 and Action Plan, updated 2012, Kidlington Parish Council.

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

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

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

Consultees were then asked to rate the importance of issues of concern for the short term and the future. The village centre was a key concern for the short and long term, reflecting its importance as the focus for commercial activity and heart of the

community. Maintaining a clean and safe environment came high on the list for the short term, while traffic congestion and traffic flows were important in both periods. For the longer term the need for improved activities for leisure, sports and the young was a key issue as was concern over the growth of the village and the threat to the village's landscape setting and Green Belt. Affordable housing was recognised as an issue but had relatively low priority.

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

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

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

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

How these comments have been addressed in the SPD:

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

2.2 Issues and options consultation, 2013

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

Consultation has involved:

- Discussion sessions with KPC Strategy Group (June and October)
- Briefing meetings with CDC and Oxfordshire County Council officers
- Briefing meetings with key landowners / developers
- Liaison by phone and email with community representatives

Two stakeholder events were held on the 20 September 2013 in Kidlington, firstly a breakfast meeting with members of Kidlington Voice and secondly a large half-day stakeholder workshop at Exeter Hall. A summary of the issues raised during these workshops follows.

Kidlington Voice workshop, 20 September 2013

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

Oxford Parkway Station

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

Connectivity and east- west links

- St Mary’s Church (to the east) and Exeter Hall (to the west) act as community activity hotspots. They lack clear connections to one another.
- St Mary’s Church is located in a dead-end and traffic congestion becomes a problem when the church is in use. There is potential opportunity to improve vehicular access to St Mary’s Church, this would have to consider the high value surrounding countryside.

Improved pedestrian and cycle routes

- The need for improved pedestrian and cycle links across the village, including improvements to the surface of the canal towpath for walking and cycling.

- New and improved pedestrian crossings and cycle links are needed particularly around the school sites due to high volumes of school run related car traffic.

Heart of the village

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

Affordable housing

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

How these comments have been addressed in the SPD:

The issues raised during the Kidlington Voice workshop have been noted and the SPD has been prepared to include the matters identified. Design issues relating to connectivity and the village centre have been addressed in Theme 3: Strengthening the Village Centre. Comments relating to Housing needs have been dealt with in the adopted Local Plan, 2015, the policies of which have informed the Framework Masterplan .

Stakeholder workshop, Exeter Hall, 20 September 2013

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

Session 1: Issues, challenges and priorities

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

Strengths

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

Weaknesses

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

- Constraints on development due to Green Belt, railway line, floodplain and major highways.
- Village centre is underperforming and lacks visibility onto Oxford Road.
- Potential threat of coalescence – need to maintain Kidlington’s distinctiveness.

Priorities

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

Vision for the future

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

Session 2: Opportunities for change to 2031 and longer term

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

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

Village centre and Exeter Hall / enhancing local distinctiveness

i. Village centre and Exeter Hall

- Need for better frontage onto Oxford Road and integration of the village centre and Exeter Hall site.
- Future development: the group identified potential opportunities to relocate or reconfigure land uses to release larger development sites in the longer term suitable e.g. Skoda Garage and adjacent properties, fire station and post office, Co-op car park.
- Opportunity for reconfiguration of Exeter Close and facilities as part of wider town centre improvements.
- Public realm improvement: enhancing pedestrian and cycle routes, introducing 20mph, appropriate street furniture and enhancing activity in the street through improved weekly markets.
- Retail development: attraction of larger retail brands, additional 'anchor stores' e.g. Waitrose, ALDI and shop frontage renewal.
- Need for a strategic plan and village centre design guide to ensure that development proposals will contribute to overall objectives, enhance townscape quality and avoid piecemeal development.

ii. Enhancing local distinctiveness

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

Technology corridor

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

Improving connections and public realm

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

Meeting community needs

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

How these comments have been addressed in the SPD:

The Stakeholder Workshop identified key themes which have informed the 6 Themes of the SPD. These themes and ideas have also provided the starting point for the design opportunities considered within the SPD.

2.3 Summary of preparatory consultation

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

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

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

2.4 Summary of dialogue with the Parish Council

Over the course of preparation of the SPD there has been periodic dialogue with Kidlington Parish Council and particularly its strategy group. The process of preparing the SPD was explained and Parish Councillors had opportunities to question both the commissioned consultants and Council officers as the Framework Masterplan was progressed.

How these comments have been addressed in the SPD:

Discussion with the Parish Council helped to ensure that key local issues were professionally examined on an evidential basis in preparing the SPD.

2.5 Statutory Public Consultation, March - April 2016

Statutory consultation on the Draft SPD ran from Monday 14th March 2016 to Wednesday 13th April 2016. A public exhibition took place in Exeter Hall, Kidlington on 30th March 2016, from 2pm until 8pm. This event was open to all who live and work in the area to come and comment on the document, which was summarised in eight exhibition boards (see Appendix 3). The full document was available to read at the event, on the Cherwell District Council website and in specified 'deposit' locations from the beginning of the consultation period. The event was advertised in the following ways:

Overall consultation documents:

- Cherwell District Council website, including a public notice (see Appendix 3),
- Newspaper public notice,
- Mail-out to all on Cherwell District Council's Local Plan Database, and
- Documents in placed deposit locations (such as libraries) (see public notice)

Public exhibition:

- Highlighted in mail-out letter/email, stating, "A public exhibition will be held separately for each Masterplan as follows: Kidlington Masterplan – Weds. 30 March 2016, 2pm to 8pm, Exeter Hall, Oxford Road, Kidlington",
- Exhibition Poster (Appendix 3) on Cherwell District Council website and sent to Kidlington Parish Council to display, and
- Attendance by Planning Policy Team Leader at Kidlington Parish AGM on 10 March 2016.

Comments were recorded on a questionnaire based representation form. Appendix 3 contains a copy of the representation form, public notice, exhibition boards and advertising poster for the consultation.

Response:

The public exhibition attracted approximately 230 people. 264 written responses were received.

A summary of key issues by theme is presented below, and a full summary of the representations can be found in Appendix 4.

Key issues arising from consultation by theme:

Transport

- Concern at high level of traffic through Kidlington, and that the Masterplan's proposals will increase traffic.
- Kidlington needs an all-day frequent bus services from North Kidlington to the village centre. Conversely bus services are excellent; other incentives are needed for people to stop using their cars. Bus services need improving out of the village to areas beyond.

- Bus services information needs updating.
- Kidlington has good public transport – if other villages in the area did then there would be less traffic through Kidlington.
- More buses from Oxford Parkway to Langford Lane are supported.
- More central bus stops are required i.e. at the Health Centre.
- The proposed Bus Rapid Transit route will be a limited stop service between employment areas so it will not provide benefits to residents.
- Comments for and against the ‘reverse Park & Ride’ – may increase traffic through the centre of Kidlington as people may come up from the A34.
- The Masterplan should endorse LTP4 proposals.
- The Masterplan should be more ambitious in improving cycling rates. Cycling must be encouraged and made safer. Support for cycle premium route and prioritising commuter cycling.
- Dedicated cycle lanes not required on the service roads at the southern end of the village (since traffic is already light on these roads) although they are welcomed at the northern part where there are no service roads.
- Strong desire for improved cycle and footpath roads around the village and to Gosford – Cutteslowe – Yarnton – towards Islip – and to Oxford and along the canal, completing an improved route through to Oxford (various including Oxfordshire County Council).
- Improved cycle routes required between Kidlington and the A44, Begbroke Science Park, Green Lane, the Oxford Canal, Frieze Way, Oxford Parkway. Also at the new railway station / Sainsbury’s roundabout
- A new footpath / cycle path should be provided from Langford Lane to Begbroke Lane in Begbroke to assist access to employment areas and other services.
- Support for improvements to east-west pedestrian and safe cycle routes
- Particular concern at school run traffic & parking and safety concerns for children travelling to school by foot or bike
- Need for improved pedestrian/cycle links is important in light of the move to an ageing population (and increased users of e-bikes and mobility scooters).
- Provision of cycle parking is also required (Oxfordshire County Council).
- Impact of increased public transport (buses) on cyclist safety.
- Support for a new train station on the Oxford – Banbury – Birmingham line at Lyne Road to perform as a rail hub for the Langford Lane employment area, London Oxford Airport & increase east/west cycle links across the village / vs. Network Rail has already rejected the idea of a train station in this location.
- Important to also consider the needs of horse riders and improving a network of safe riding routes in the area (joining up routes around Kidlington and maximising opportunities i.e. the disused railway line linking Kidlington and Shipton).
- Further traffic calming is required on the residential streets within Kidlington
- Support for a limit of 20mph on residential streets/traffic calming throughout the village (including Oxfordshire County Council).

- The Masterplan should place a greater emphasis on wider connectivity (with Yarnton, Begbroke, Langford Lane and beyond) given the scope for additional growth over time (Oxfordshire County Council).
- Broader references are required to the Oxford Transport Strategy, LTP4 and Manual for Streets 1 & 2 and to the Oxfordshire Residential Design Guide (Oxfordshire County Council).

How these comments have been addressed in the SPD:

- Added caveats about the need to test public realm and highway improvements to ensure no significant increase in traffic congestion or delays to public transport services;
- Removed Oxford Road street sections to an appendix noting they are illustrative only;
- Added reference to Langford Lane cycle improvements and an additional route to Yarnton via Sandy Lane;
- Added reference to the need for increased cycle parking;
- Added references to accommodating horse riding.
- References to LTP updated to reflect Oxford Transport Plan July 2016.

A4260 Oxford Road

- The A4260 is a strategic link road. The impact of the Masterplan's proposals must be fully assessed and should not significantly increase traffic congestion or delays to public transport (Oxfordshire County Council).
- The speed limit on the Oxford Road is regularly broken and should be enforced or changed to 20mph.
- The use of the Oxford Road by HGVs should be restricted/restrictions should be monitored.
- The Masterplan should consider diverting traffic from the main road.
- Reducing Oxford Road's role as a main road will increase rat running elsewhere.
- Oxford Road will always be a busy road – the transformation to a pedestrian and cycle-friendly street is unlikely given future developments/expansion which will increase traffic. The Masterplan's proposals will not reduce traffic.
- Masterplan proposals are welcomed but feasibility doubted.
- Concern that the proposals for widening/paths for cyclists and pedestrians would impact on trees and green verges which are an attractive feature.
- Concerns about the Sainsbury's exit onto the Oxford Road – a left turn should be allowed and it needs to be made safer.
- A direct cycleway through to Peartree from the Kidlington roundabout should be safeguarded.
- Improvement of Oxford Road is necessary / is unnecessary
- Instead improvements should be focused on the High Street/Oxford Road crossing area

- Support for breaking down the barrier of the Oxford Road in terms of supporting the village centre
- Concern about impact of traffic management/reduction on retailing (Sainsbury's and at the village centre).
- Ribbon development along Oxford Road is not necessarily visually unpleasant.

How these comments have been addressed in the SPD:

- Added caveats about the need to test public realm and highway improvements to ensure no significant increase in traffic congestion or delays to public transport services;
- Removed Oxford Road street sections to an appendix noting they are illustrative only;
- References to LTP updated to reflect Oxford Transport Plan July 2016 and proposals for Oxford Road.

Village Centre/Retail

- Kidlington centre relies on passing trade/availability of parking.
- Proposals for the west side of Oxford Road are unrealistic/will increase congestion. Efforts should be made to improve what is already there before expansion.
- Strong desire for improvements to design quality in the village centre. Need for a village centre design guide.
- The Masterplan should include stronger guidance on appropriate building materials.
- The Masterplan should include limits on building heights in the Centre (3 storeys).
- Concern at current proposals for the Co-op redevelopment.
- Important to maintain residential routes through the Co-op site/to the Red Lion.
- Concern at high level of vacancies in the centre / conversely a low level of vacancies currently
- Cycling should not be permitted in the pedestrianized area of the High Street.
- Need to improve the range of shops to attract visitors/become a 'destination'/do more to keep people shopping locally – e.g. Summertown.
- Support for a heritage centre/museum (linked to protecting historic character of Kidlington).
- The evening economy should be promoted / should not be promoted. Suggestions of a wine café.
- Concern at too many takeaways. Public health should be considered (including dementia friendly public spaces) (Oxfordshire County Council).
- Support for a cinema//large retailer.
- Concern at the impact of bringing in another larger retailer.

- Proposals in the Masterplan for the village centre do not go far enough/not imaginative enough/"more of the same".
- Retail habits are changing; there is no need for further retail in the centre as per the 2012 Retail Study. It could instead be used for housing.
- Retail evidence is flawed/contradicted.
- Concerns raised about hazardous traffic arrangements in the centre in terms of pedestrian safety i.e. bus stops at the Tesco corner.
- Village centre 'piazza' needs improvement.

How these comments have been addressed in the SPD:

- Reference made to the importance of supporting existing village centre businesses with expansion of the centre identified as a potential opportunity to be considered through LPP2.
- Reference to proposed multi-storey car parks in the village centre removed. Statement clarified to refer to decked car parks (maximum 2 levels of parking).
- List of appropriate village centre uses added including museum and cinema in response to comments.
- Reference made the need to test public realm improvements to ensure no significant increase in traffic congestion or delays to public transport services.
- Additional design guidance relating to village centre townscape included.
- References to Audi garage updated to Skoda.

Parking

- Limited support for multi-storey car parks, concerns at their visual impacts.
- Underground car parking should be considered
- Concern at a lack of (long term) parking spaces.
- Loss of parking will impact negatively on trade.
- There are other ways to control parking other than removing spaces – 'smart' parking controls.
- A study should be undertaken to assess parking needs/further evidence required.
- Witney referred to as an example of where free parking has supported a vibrant rural town centre.

How these comments have been addressed in the SPD:

- Reference to proposed multi-storey car parks in the village centre removed. Statement clarified to refer to decked car parks (maximum 2 levels of parking).
- Reference made to the need for a car parking need and usage assessment to inform the strategy for car parking.

Exeter Close

- Support for/objections to the redevelopment of land at Exeter Close. Exeter Hall just requires maintenance not redevelopment.
- Exeter Hall is underused, could be more of a central village hall for the village, for people to hire. It is a central village green.
- Support for reallocation of parking – the Health Centre does not have enough, Exeter Hall has too much.
- Concern at loss of provision for sports clubs.
- Concern at impact of any housing on the site on the Crown Road Conservation Area and the historic character in this part of the village.
- Exeter Close could become a ‘flagship’ central play area; a good location for an all-weather football training facility for all the football clubs in the village as well as hockey football.
- The character areas presented are over simplified.
- More consideration is required as to the use of routes through the site for pedestrians/cyclists and junctions with the Oxford Road (Oxfordshire County Council).

How these comments have been addressed in the SPD:

- Greater commitment to sports and open space provision at Exeter Close to become a flagship recreation space
- Reference made to the need to consider the impact of any development at Exeter Close on setting of Crown Road conservation area
- Reference made to the need to provide cycle parking at Exeter Close
- Exeter Close occupiers information updated

Built & Historic Environment/Urban Design

- The Masterplan should be stronger on ensuring high quality design.
- The Masterplan should seek to protect Kidlington’s assets in terms of historic areas, buildings and character. Existing trees need to be protected.
- There should be more control over conversions of housing to flats. Harmful impact on village character of too many flats and on demographics (encouraging a transient population).
- Not enough reference to Conservation Areas and listed buildings (Historic England).
- Need to protect the high quality/historic character around The Moors, negative impact of traffic on this area.
- Support for public art/public realm scheme at gateways into Kidlington (Historic England) i.e. on the Kidlington roundabout to the south and at the Langford Lane/Oxford Road junction to the north.

- Kidlington roundabout already has landmark features in the form of the 3 poplar trees.
- Support for improved control of/guidance on urban design and materials. The Masterplan should include a design guide rather than leaving this for future action plans.
- There is a need to reduce light pollution.

How these comments have been addressed in the SPD:

- Strengthened guidance in relation to design quality and materials with reference to Policy ESD 15 and proposed District Design Guide SPD for residential development
- Reference made to the need to consider the impact of any development at Exeter Close on setting of Crown Road conservation area
- Village character area analysis amended to emphasis distinctive character of village centre conservation areas
- Reference to landmark poplar trees on Killington roundabout added.
- Increased design guidance in relation to employment led development
- Addition of design guidance in response to problems associated with the conversion of houses to flats.

Natural Environment and Biodiversity

- The natural environment should be central to the Masterplan.
- Concern at flood risk, the role of the Green Belt as flood plain, impact of climate change. Support for sustainability in construction and for opportunities for renewable energy generation i.e. solar panels on canopies covering car parks.
- Should seek to make Kidlington a proud 'green' village. Promotion of energy and carbon efficiency.
- No reference to Air Quality Management Areas/the Council's role in tackling pollution.
- The Masterplan should emphasise the important ecological value of the Green Belt and the species and habitats it supports.
- No information on the strategy to protect biodiversity. Proposals to maintain and enhance biodiversity should either be a separate project or within the 'community needs' workstream.
- The Masterplan promotes amenity and recreation over the welfare of the environment.

How these comments have been addressed in the SPD:

- Opportunities in relation to biodiversity have been strengthened in 'revealing Kidlington's distinctive identity', including the potential for community engagement in nature conservation
- A new objective has been added to specifically highlight the importance of protecting and enhancing biodiversity.
- Greater emphasis on the importance of the canal corridor for biodiversity and the need for this to be considered when looking to increase recreational use of the corridor.
- Green infrastructure mapping and description has been updated and now includes Conservation Target Areas.

Recreation

- Significant but not unanimous objection to the proposals to relocate sports pitches to a new 'sporting hub' at an expanded Stratfield Brake. The Stratfield Farm/Brake site is not accessible to many residents other than by private car, subsequent increase in traffic. Children could not safely access Stratfield Brake independently or freely, cost and equality implications of necessitating car travel. Local access to recreation areas is valued. Health and social benefits of easy access to open space particularly for children and the elderly and in light of obesity concerns & subsequent impact on NHS. Impacts on decreasing participation in sports and removing activities from children with subsequent increases in anti-social behaviour. Splitting the clubs into different teams over different sites as currently ensures that children can play in an age appropriate setting. Concerns that individual clubs would lose their identities; clubs have historic associations with their current locations. The current operation and management of clubs works well. Operated at low cost to the tax payer and through volunteer effort. If the Recreational Trust is forced to close/a private management party/commercial entity is introduced, this will bring increased Council Tax for managing recreation grounds. Club facilities are not only important for sports but also for social activities/private functions and they depend on a central location. Clubs have invested in current facilities and are thriving. Examples given of where moving football clubs to a location outside of the village has not been successful. In their current location on mixed purpose recreation areas, siblings can play in play areas while others are playing sports – preference is for mixed use spaces.
- Stratfield Brake would not get casual footfall to support club facilities, it is rarely used other than for games. Stratfield Brake is unsuitable as a sporting hub – the land floods, pitches become unusable. Parking arrangements are unsatisfactory. Not enough space. Too far from the parking to facilities which will limit the viability of club facilities and make it difficult to transport equipment to pitches. The pitches at Stratfield Brake are open, windy, unpleasant for spectators.
- Open space should be protected and not redeveloped for housing.
- Further consultation is required with the Parish Council as part of the relocation/redesign of sports and recreation areas.

- Support for expansion of Stratfield Brake with improved facilities & access / agreement with improving Stratfield Brake but not with relocating facilities to there.
- Objections were made to wholesale loss of informal recreation areas. The draft Masterplan proposed (Section 14.3) qualitative improvement in amenity space & play equipment to be funded by small scale quantitative loss of some of the green space for new housing on the edges of parks. It states “given the overall shortfall in amenity space and the local catchments served by the larger recreation grounds, the loss of an entire recreation ground for residential development is unlikely to be appropriate” (page 88). Concerns were raised at loss of recreation areas which are well used by the community and highly valued for informal recreation, dog walking, socialising, general exercise, fresh air, easy access to open space for parents with young children/the elderly.
- Concerns at increases in traffic & parking pressures in residential areas if the recreation spaces are used for housing.
- What consideration has been given to the businesses that operate on the recreation grounds/nurseries and school that use these open spaces?
- Existing green infrastructure/open spaces is part of what makes Kidlington special.
- A large play area should be provided on the Exeter Hall site.
- Recreation areas need to be accessible / within walking distance.
- There are shortages in open space and sports provision in Kidlington. A new facility / 4G pitch is required for many teams and summer tournaments. Also a lack of free tennis courts.
- Various representations expressing support for improvement to the quality of play spaces (landscaping, tree planting) and many suggestions that Kidlington receives improvement to recreation provision in the form of a water park similar to examples at Witney and Islip, with a café on site, or an outdoor gym or similar. Also ‘wheeled park’ for skateboarders/scooters is required and facilities for teenagers – basketball nets, ping pong tables, climbing frames.
- Kidlington does not have the same level of recreation provision per population as Banbury and Bicester (disparity in quantitative provision).
- Not enough community provision for 2 year olds
- Recreation spaces will become increasingly important given the level of housing development in the area in future/building of flats/small gardens with new housing.
- West Kidlington Primary School could possibly provide additional sport fields.
- Cherwell’s Playing Pitch Strategy is out of date & an update is required to inform the Masterplan.
- Kidlington FC has been promoted, its progression up the football pyramid means that any new facility must meet FA ground grading criteria for that level (Oxfordshire FA).
- Data on teams and clubs in the village needs correcting and there should be more emphasis on how well the parks are used and valued for informal recreation and play.

- The importance of Kidlington’s green space and allotments in terms of ecological value should be highlighted.
- Masterplan should show definitive Public Rights of Way network in full, these should be recognised as an asset to the village.

How these comments have been addressed in the SPD:

- Existing circular walks around the village and Cherwell Health Walk noted.
- Description of football club facilities, usage and future requirements updated in light of comments from the FA.
- The proposal to investigate the potential for sports pitch relocation and associated small scale residential development at the edge of recreation grounds has been removed in response to strong local opposition.
- Instead the opportunity for enhancement of the existing arrangement of dispersed sports pitches and recreation grounds is highlighted recognising their importance to the local community.

Oxford Canal

- Mixed support for the Masterplan’s proposals.
- Concern at a lack of facilities along the Canal.
- Agreement that the towpath needs improvement – it becomes too muddy. Conversely, concern that any ‘improvements’ will impact upon existing residents/their gardens/tranquillity of the countryside/wildlife/pedestrian safety.
- Any housing provided along the Canal is likely to be high value – Kidlington needs more affordable properties
- Canal towpath needs upgrading for cyclists/walkers in particular between Langford Lane and the A44.
- Improved access to the Canal is required at specific locations: Langford Lane and Langford Quays, and at Stratfield Brake.

How these comments have been addressed in the SPD:

- References strengthened to canal facilities at Thrupp
- Note added to require an assessment of the impact of any new canal towpaths on the amenity and boundaries of canal-side properties.

Services/Facilities/Infrastructure

- The main issue is in terms of implementation – where will the funds for improvement come from?
- The Masterplan should better recognise the links between Kidlington and the areas of Thrupp/Jolly Boatman.
- No reference to the process of identifying community assets.
- Protection required for newly designated Local Green Spaces.

- Concern at ability of infrastructure in Kidlington to accommodate additional development particularly in terms of education and health care (GP surgeries).

How these comments have been addressed in the SPD:

- References strengthened to canal facilities at Thrupp
- Action Plan restructured to identify short, medium, long term projects and identify leading agent for delivery.
- Wording in relation to prioritisation of funding strengthened.

Social/Community Issues

- Not enough content on the needs of the elderly. Housing for the elderly should be developed in the centre of the village near facilities and public transport.
- The high level of flats in Kidlington is affecting the sense of community and demographics.
- If housing supply is scarce then the demographics of the village will change.
- Important to retain Kidlington as a village / vs disagreement on a rural/village focus.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies, including Policy BSC4 on housing mix, provided.
- Addition of design guidance in response to problems associated with the conversion of houses to flats.
- Potential housing opportunities in the village centre emphasised.

Housing

- Concerns at lack of affordability in Kidlington. Prevalence of rental properties and lack of family homes. Concern that any new housing will not be affordable.
- Concerns over local residents not being able to live in the village due to non-Kidlington people moving in.
- The Masterplan should recognise housing pressures on Kidlington from Oxford and elsewhere
- Criticisms of SHMA in terms of overestimating housing need.
- The Council should prioritise addressing the high needs for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a sustainable location for development.
- Opportunities for the delivery of housing should include the availability of suitable sites on the edge of Kidlington.
- Concern that infill housing within the village will increase surface water run-off/flood risk
- Housing should be built at higher / vs. lower density

- Risks of overdevelopment if infill sites are built on for housing.
- Rents are too high
- The constraint in housing land availability is not a weakness but a strength.
- Conclusions on the SHLAA sites presented in the Masterplan are disputed.
- Residential development in the village centre would increase vitality and viability.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- Addition of design guidance in response to problems associated with the conversion of houses to flats.
- Potential housing opportunities in the village centre emphasised.
- References to the SHLAA sites outside the settlement boundary removed
- Commentary relating to housing need updated.
- 'Planning for sustainable growth' theme now renamed 'Creating a sustainable community' and emphasis changed to focus on design quality.

Economy/Employment

- There is little unemployment in the local area, why is additional employment development required?
- Kidlington cannot support more businesses
- Promoting the economy seems incompatible with protecting the environment.
- Conversely, Kidlington has potential for high value economic development.
- Employment growth should be supported by housing growth.
- Need to update the Masterplan's section on Oxford Technology Park.
- More emphasis is required on how better integration between the village and its employment areas can be achieved.
- Employment land should be provided not only for high value businesses but for other sectors including B2 industrial use and for smaller service related businesses. The Local Plan objective is for a more locally self-sufficient and sustainable economy not only high value employment.
- More employment land should be released i.e. to the north and west of Kidlington.
- The joined up approach to employment development around Kidlington is welcomed/developers already talk to each other/should be left to the market

How these comments have been addressed in the SPD:

- Description of Begbroke Science Park planning permission and future plans updated.
- Strategic Economic Plans and Kidlington's location on the 'knowledge spine' highlighted.
- References to an economic masterplan replaced by 'joined-up strategy'
- Importance of connectivity between employment areas and Kidlington retained and emphasised.
- Updating of planning status of sites.
- The parameters of the Masterplan as an SPD clarified further.

London Oxford Airport

- Concern at future commercial expansion of the airport
- Queries over the airport data quoted in the Masterplan.
- Pollution and noise concerns.

How these comments have been addressed in the SPD:

- Reference made to the role of the Development Management in assessing the impact on local amenity of potential employment / airport expansion
- Airport operations figures updated.

Green Belt

- Support for continued protection of the Green Belt.
- The Masterplan identifies the Green Belt as an asset to the village but then proposes ways in which it can be eroded.
- The Masterplan should remove references to the SHLAA sites in Appendix B. Green Belt review was rejected by the Local Plan Inspector.
- The Green Belt clearly defines a boundary to Kidlington.
- There is no need for the proposed 'landscape appraisal' to define a boundary for the village.
- Conversely, need to distinguish between the 'strategic' and 'local' aspects of the Green Belt: the Kidlington gap is strategic and critical, other areas are of more local importance.
- Promotion of areas for development north of The Moors
- Suggestions that Green Belt to the west of Kidlington is more appropriate for development to the south
- Conversely, suggestions to locate development to the south of Kidlington around Oxford Parkway.
- Clarification on the Masterplan's relationship with the review of the Green Belt.

How these comments have been addressed in the SPD:

- References to the SHLAA sites outside the settlement boundary removed
- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- 'Planning for sustainable growth' theme now renamed 'Creating a Sustainable Community' and emphasis changed to focus on design quality.
- Reference to a landscape appraisal removed as this was felt to be leading towards Green Belt review which is beyond the scope of this document.

Strategy

- The A4260 corridor is considered a sustainable location for development. Increased density of housing and commercial development along existing and future public transport routes is important in improving their viability and resilience (Oxfordshire County Council).
- The Masterplan prioritises development/businesses/landowners/developers over improved life quality and character of the village.
- Why has Kidlington not had the same investment as Bicester? Why provide employment at Kidlington and housing at Bicester – this increases traffic.
- There should be no false distinction between the Masterplan and the Partial Review of the Local Plan to accommodate Oxford's housing needs/progress of the Masterplan should await progress on the Partial Review.
- Support for sustainable urban extensions.
- No development should occur at The Moors, Stratfield Farm or Water Eaton.
- Plenty of building opportunities on industrial land elsewhere in Cherwell i.e. Banbury, Former RAF Upper Heyford.
- Why not build housing at Stratfield Brake? Oxford Parkway.
- Conversely, opposition to any coalescence between Oxford and Kidlington including building around Jordan Hill/around the Oxford Parkway.
- Various support for building around Begbroke/Yarnton/Kidlington with the opportunities linked to the business park and the airport. Canal and railway form a natural divide between the villages. Building here is inevitable/less harmful than in other Green Belt locations.
- Suggestion of land at Langford Lane (recreation ground).
- Concern that the Masterplan overstates Kidlington's role. Kidlington is a village not a town... more development will be detrimental to the community. Kidlington should not be a global or tourist destination. Hidden assets are not a weakness; they are a strength that villagers are well aware of.
- Conversely, the Masterplan focuses too much on the rural aspects of the settlement when in fact it is urban and rural.

- The Masterplan should better acknowledge the socio-economic ties between Kidlington and Oxford at the same time as its spatial independence and the importance of avoiding physical coalescence with Oxford/retaining separate identity.
- Not enough services/facilities/infrastructure to support additional development. Particular concerns about school spaces and health care capacity.
- Instead of building within the village, opportunities for housing development should be found on the fields around the village. Conversely, infill opportunities should be taken before expanding the village.
- General development opportunities mooted including the Post Office sorting depot and the fire service, which would be relocated to the perimeter of the village.
- The link between new development and the support for/retention of community facilities should be clearly highlighted.
- Need to align with OXLEP's Strategic Economic Plan.
- Site specific site promotions made.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- The proposal to investigate the potential for sports pitch relocation and associated small scale residential development at the edge of recreation grounds has been removed in response to strong local opposition.
- Instead the opportunity for enhancement of the existing arrangement of dispersed sports pitches and recreation grounds is highlighted recognising their importance to the local community.
- Strategic Economic Plans and Kidlington's location on the 'knowledge spine' highlighted.
- The parameters of the Masterplan as an SPD clarified further. Reference made to the importance of supporting existing village centre businesses with expansion of the centre identified as a potential opportunity to be considered through LPP2.
- List of appropriate village centre uses added including museum and cinema in response to comments.
- Reference made the need to test public realm improvements to ensure no significant increase in traffic congestion or delays to public transport services.

Additional design guidance relating to village centre townscape included.

Masterplan Format

- The relationship between the Masterplan and other DPDs (Local Plan Part 1 Partial Review and the Local Plan Part 2) is not clear. The documents should not proceed in isolation.
- Some good ideas. Support for vision statement.
- What is the geographical extent of the Masterplan – Gosford? Water Eaton? Yarnton? Bebgroke?
- Masterplan needs updating – various statements/facts/figures are out of date. i.e. references to the Audi garage, update on planning applications required.
- Too long, duplication.
- Inaccuracies/Typos.
- Not firm enough on recommendations, most of the proposals are for further work/Action Groups.
- Funding of the initiatives in the Masterplan needs to be addressed/proposals are too reliant on business/developer funding. What is the role of the Community Infrastructure Levy?
- Dislike of A3 format in terms of ease of printing

- Any future working groups should include local residents.

How these comments have been addressed in the SPD:

- The document has been restructured with the original Part 1 now forming a separate Part 2 Baseline Issues document. A summary of baseline issues is included in the main document which now focuses on SPD proposals and called Part 1. An Executive Summary is included at the start of Part 1.
- Planning policy references have been included in individual chapters of Part 1 to support the identified opportunities and objectives.
- Consultation summary chapter has been removed. All consultation findings are now included in this document.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- General updates to factual information and corrections throughout
- The parameters of the Masterplan as an SPD clarified further.

Consultation

- Concerns with the timing, duration and advertisement of the consultation/length of time taken to prepare the Masterplan vs. length of consultation period. Unable to find documents/consultation form/information required. A revised Draft Masterplan should be published for consultation/further consultation is required with residents.

How these comments have been addressed in the SPD:

This consultation statement explains the consultation and engagement that has taken place and how the feedback and comments received have been considered.

Appendix 1

People and organisations consulted during preparation of the Draft Framework Masterplan, event photos and presentation

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

List of attendees:

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

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

Facilitators:

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

Guests:

Tom Ashley, Turnberry Planning Limited
Angus Bates, Hill Street Holdings
Cllr David Betts, Kidlington Parish Council
Dr Stephen Bizley, Gosford Hill School
Andrew Bowe, Cherwell District Council
Tom Bradfield, GVA
Chris Brennan, Sustrans
Henry Brougham, Kidlington & District Historical Society
Nigel Carter, Oxfordshire CCG
Joe Claxton, Kidlington Parish Council

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

Full list of those invited:

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

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

Carol Cripps - NHS
Caroline Jones – NHS



Photos from stakeholder workshop, 20 September 2013

Alan Baxter
INTEGRATED DESIGN

Kidlington Options Framework Masterplan

Stakeholder Workshop
20th September 2013

Introductory Presentation



Alan Baxter

Programme for the afternoon

1:00 Introductory presentations

1:20 Workshop 1

2:20 *break*

2:30 Feedback

3:00 Presentation

3:10 Workshop 2

4:20 *break*

4:30 Feedback

5:00 Conclusions

5:10-5:30 Close

Alan Baxter

Welcome

Adrian Colwell,
Cherwell District Council

Alan Baxter

Your input today

- Wear several hats
- Respect diverse inputs
- Be creative with ideas
- Think across generations



*Chatham House – non
attributable*

Alan Baxter

Introductions

regeneris
ECONOMICS-RESEARCH-ANALYSIS

socio-economics, housing

Alan Baxter
INTEGRATED DESIGN

masterplanning, transport,
landscape & public realm, heritage

MADDOX & ASSOCIATES

planning, regeneration

Alan Baxter

'Masterplan' project brief

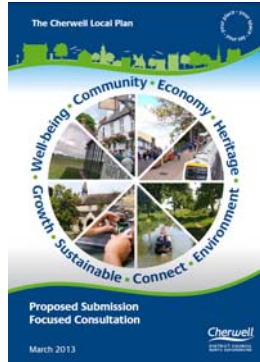
- Builds on recent studies and initiatives including Health Check
- Issues and Options Framework
 - Considers village as a whole
 - Issues and opportunities for key sites
- A non-statutory Planning Document
- Informs Neighbourhoods / Development Management DPD
- Will highlight information gap & next steps



Alan Baxter

Planning background

- Proposed submission Local Plan-focused consultation March 2013
- Submission (Late 2013)
- Examination/adoption (2014)
- Neighbourhoods DPD (2014)
- Limited Green Belt review for employment land (2014)



Alan Baxter

Evolution of Kidlington

Alan Baxter

Local Plan objectives to 2031

- Securing economic future
- Building communities
- Ensuring development is sustainable
- Growth targeted in most sustainable locations
- Protect environment and settlement character
- Limited Green Belt Review to accommodate managed economic growth

Kidlington:

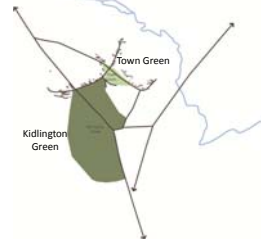
- Accommodating high value employment needs
- Strengthening the village centre
- 50 units housing allocation



Alan Baxter

Evolution of Kidlington

By 1800: Kidlington-on-the-Green

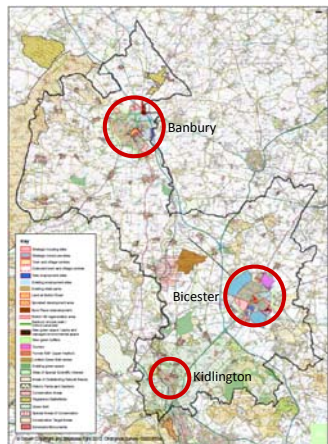
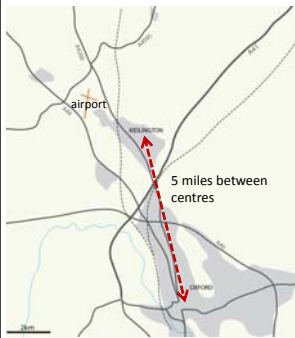


celebrated in a minor English folk song

- Dispersed settlements
- Agriculture
- Community around St Mary's Church (1220)

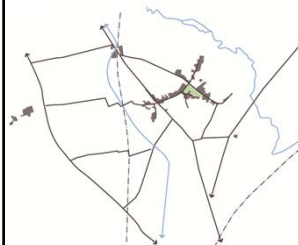
Alan Baxter

Economic roles – local, regional, global



Alan Baxter

By 1900: Growth to the west



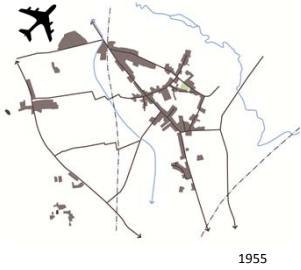
1818 Enclosure Act

- New transport links:
- Oxford Canal, 1790
 - GWR from Oxford to Banbury opened 1850s (station closed 1964)



Alan Baxter

Early 20th century: Ribbon development



- Zoological gardens 1931
- Airport 1933
- Ribbon development along Oxford Road
- Garden city
- Poultry and fruit farming

1955

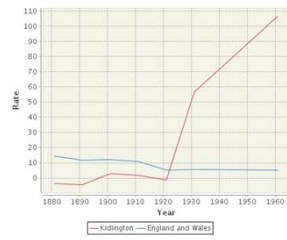
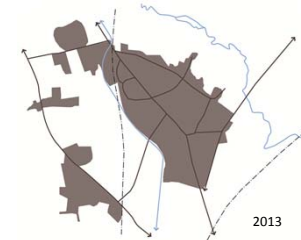
Alan Baxter

Village in the landscape



Alan Baxter

Late 20th century: rapid population growth



- Rapid expansion of estates
- Village centre development
- Employment growth
- London Oxford Airport

2011 population ~15,000 (Kidlington and Gosford)



Alan Baxter

Movement assets

- Excellent bus connections
To Oxford M-F: every 5 minutes
- New rail station → 2015 trains to London Marylebone, longer term to Bedford
- London Oxford Airport



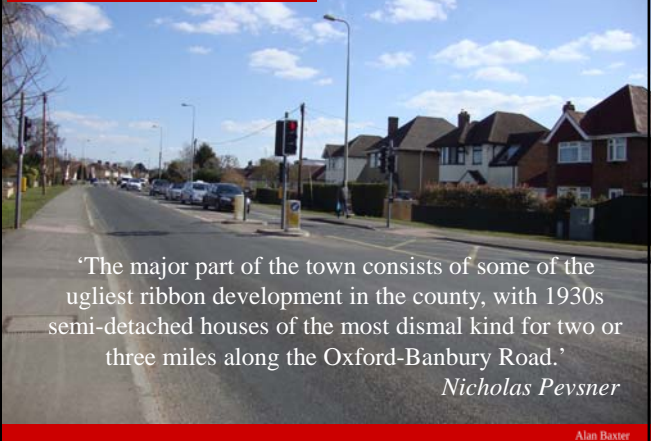
Alan Baxter

Dispersed & hidden assets



Alan Baxter

Poor first impressions



Alan Baxter

Village centre

- Local service centre
- High independents / low multiples
- High A2 uses (services, banks etc)
- Regular market
- Low number of vacant units



Alan Baxter

Housing

District-wide:

- Affordable housing need remains high - 300 dwellings pa (2012 SMA Review) (47% of the total)
- 27% increase in households 2006-2031- biggest increase in 1 person households aged over 65

Oxford HMA and BRMA:

- Rents & house prices higher in Kidlington than Bicester and Banbury

Kidlington:

- Limited identified sites within settlement boundary
- Specialist housing for elderly



Alan Baxter

Living and working in Kidlington

Alan Baxter

Employment clusters

- Separate employment clusters
- Assets – proximity to airport and science park
- Demand for B1 higher than other parts of District-science, high tech & research
- 14% of District's employment



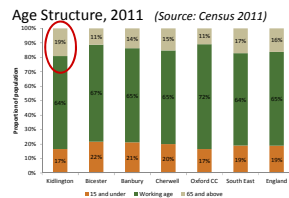
Alan Baxter

Demographics

- Kidlington and Gosford population relatively static:

1991= 15,156
2001= 14,945
2011= 15,046

- Kidlington age structure
 - 64% of working age
 - Slightly high over 65 years (19%) (Cherwell 15% and Oxford 11%)



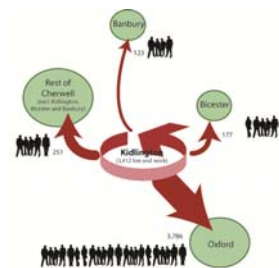
- 60% population in employment-above regional and national average.

Alan Baxter

Commuting flows

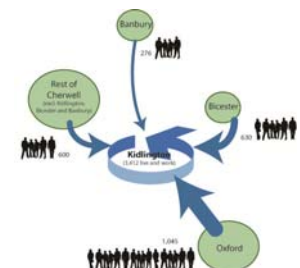
Out commuting

People who live in Kidlington and work in...



In commuting

People work in Kidlington and live in...



Alan Baxter

Planning for economic success : SWOT

Strengths

- Close proximity to Oxford City
- Growing knowledge economy supported by Oxford University's Begbroke Science Park
- London Oxford Airport of growing importance with recent investment in passenger terminal / business hub
- Good quality business location with an active business network 'Kidlington Voice'
- Low levels of unemployment in Kidlington

Weaknesses

- Fairly high levels of employment in lower value industries such as Wholesale and retail (19%); construction (11%); public admin and defence (15%)
- Historic employment growth in Kidlington below other locations such as Bicester
- Dispersed nature of the village
- Village lacks strong identity

Opportunities

- Potential to support diversification of Cherwell economy
- Further expansion plans at Begbroke
- Potential to expand airport related services into a key cluster
- Potential to support higher value uses at Langford Lane

Threats

- Competition from other nearby centres looking to develop employment in high value added sectors
- Limited land readily available for expansion
- Need for the 'right' shops and services to be provided in Kidlington to support future growth and attract workforce
- Securing the right housing / employment balance

Alan Baxter

Workshop 1 questions

1. Issues and strengths of Kidlington 2013

Social, Physical, Economic, Connections, Other

Summarise top 5 issues and top 5 strengths

2. Future vision

Finish the sentence "In 2031, Kidlington will be...."

Alan Baxter

Key questions for the village...

- How to make the most of its physical, social and economic assets?
- How to support a successful village centre?
- How to attract high value businesses?
- How to strengthen the community?
- **What is the future role and distinctive identity of the village:**
 - A commuter suburb ?
 - An employment location attracting in-commuters?
 - A garden village?
 - An eco-town?
 - A tourist magnet?



Alan Baxter

Alan Baxter

INTEGRATED DESIGN

Kidlington Options Framework Masterplan

Stakeholder Workshop
20th September 2013

Kidlington placeshaping



Alan Baxter

Workshop 1: Kidlington 2013 - 2031

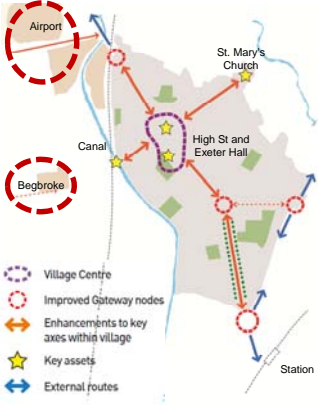
Alan Baxter

How do we achieve the objectives:

- Securing economic future
- Building communities
- Ensuring development is sustainable
- Protect environment and settlement character

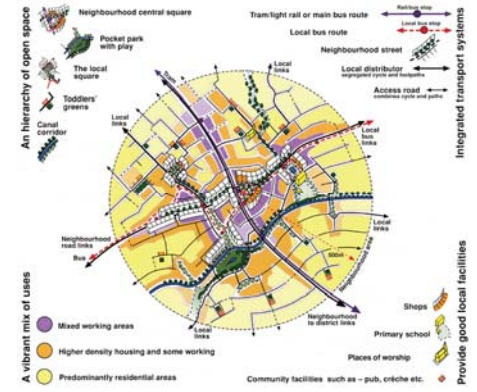
Alan Baxter

Opportunities to strengthen and enhance Kidlington



Alan Baxter

Walkable neighbourhoods



Alan Baxter

Vitality is in the Mix

- mix uses
- avoid monotony
- flexibility to allow evolution



Alan Baxter

Retail and community opportunities

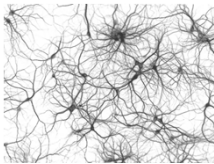
- Capacity identified in retail study for:
 - 1,092 sq m convenience floorspace up to 2026 (3,211 sqm if overtrading addressed)
 - 7,941 sqm comparison floorspace up to 2026
- Potential to increase evening footfall- food & drink
- Increase specialist markets
- Connecting Exeter Close



Alan Baxter

Connectivity

- humans need to be connected
- balance movements



Alan Baxter

Employment space demand

- Estimated demand for 9.3-11.3 ha B1 up to 2026
- Development of cluster of high value companies
- Potential for greater integration between Oxford Airport, the industrial area and the Village centre



Alan Baxter

Future housing opportunities

- Village boundaries tightly drawn
 - Green Belt
 - Floodplain
 - Infrastructure
 - Sensitive landscapes
- Potential for windfalls
- Reuse of brownfield sites
- Rural exception sites
- Kidlington, Gosford, Yarnton & Begbroke



Alan Baxter

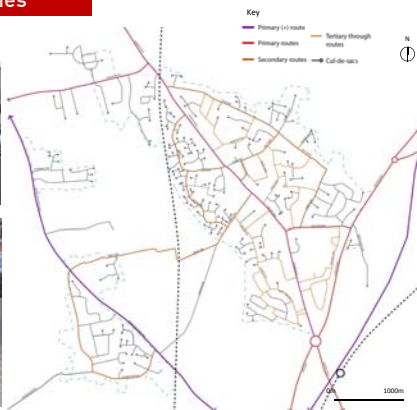
Invest in good design

- Local distinctiveness
- Well contained spaces
- Size and proportion
- Local character and materials
- Distinction of private and public space



Alan Baxter

Movement opportunities



Alan Baxter

Reclaim your space

- Street parties and events
- De-clutter to put people first (not bollards, bins or signs)
- Infill development and temporary uses
- Guerrilla gardening



Alan Baxter

Invest in your front door

- Oxford Road – highly visible
- Importance of the village centre
- Reveal what's on offer



Alan Baxter

Design for future generations



Alan Baxter

Workshop 2: Priorities for change

Alan Baxter

Next steps

- Report back workshop findings
- Draft masterplan report:
Issues and options (Autumn 2013)
- Identify requirements for further studies
- Feed into Neighbourhoods DPD (2014)

Alan Baxter

Workshop questions

Priorities for change:

Group 1: Town centre and Exeter Close

Group 2: Technology cluster

Group 3: Connections and public realm

Group 4: Local distinctiveness

Group 5: Meeting community needs

Alan Baxter

Next steps

Alan Baxter

Appendix 2

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

Appendix 2

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

Workshop 1: Strengths and weaknesses and Vision 2031

Group A

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

strengths:

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

weaknesses:

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

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

Vision: In 2031 Kidlington will....

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

Group B

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

strengths:

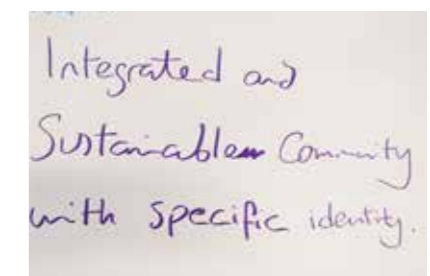
- Proximity to Oxford provides good access to employment as well as retail and cultural facilities (it is recognised that this also brings challenges, particularly in relation to sustainability issues and supporting the town centre).
- Thriving and active community (although it is recognised that there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

weaknesses:

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

Vision: In 2031 Kidlington will be....

- An integrated and sustainable community with specific identity.



Group B notes and map

Group C

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

strengths:

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

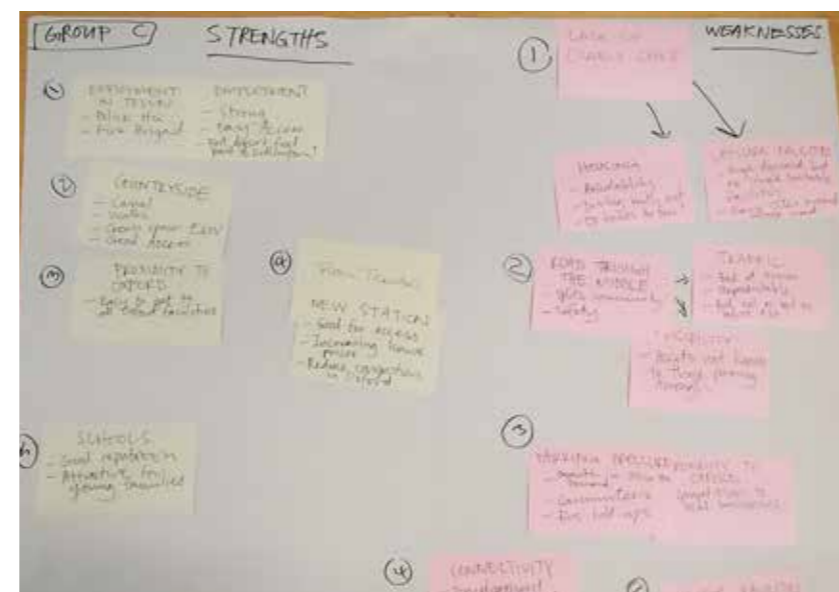
weaknesses:

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

- A lack of visitor accommodation or hotel.

Vision: In 2031 Kidlington will...

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



Group C annotated map and notes

Group D

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

strengths:

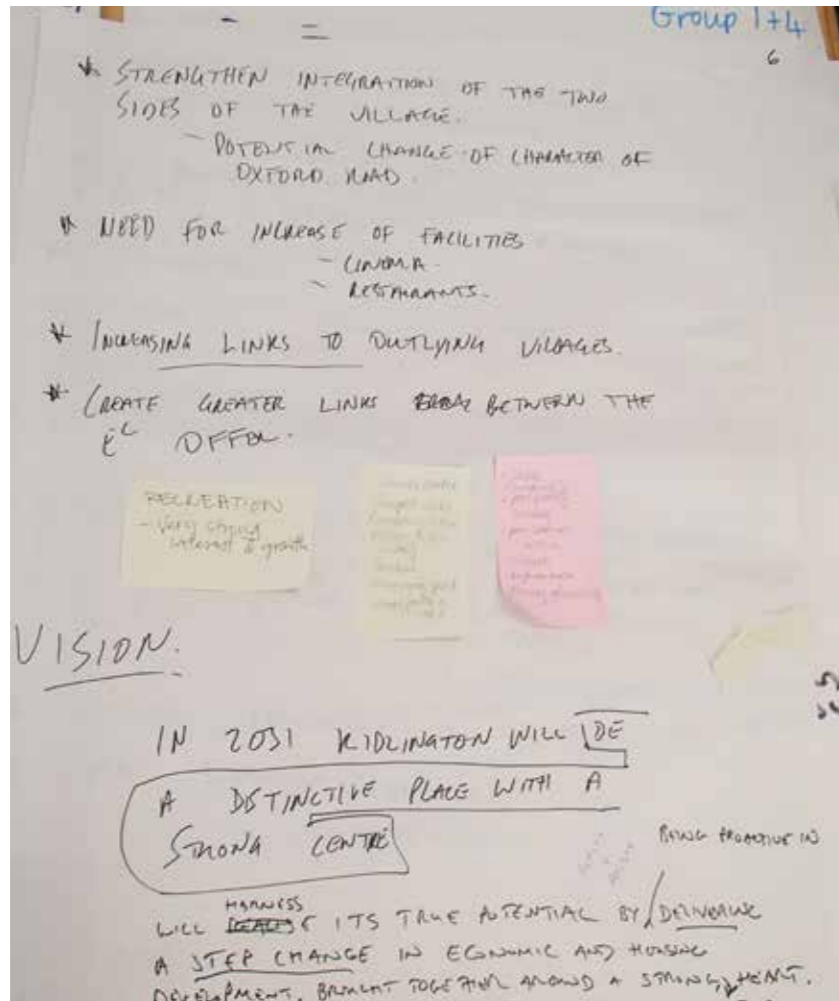
- The size of the village enables easy access to the village centre whilst helping to create a sense of community.
- The identity of Kidlington- whether development remains at a village scale or investigates options for growth as a town.
- Oxford canal is a great asset bringing distinction and identity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

weaknesses:

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

Vision: In 2013 Kidlington will....

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



Group D notes

Group E

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

strengths:

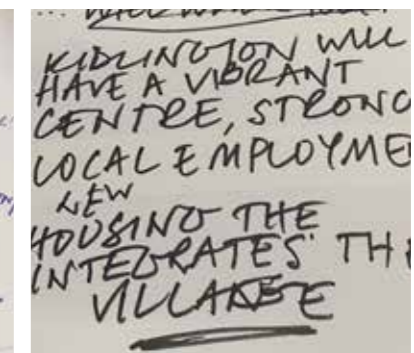
- Strategic location- close proximity to Oxford, London Oxford Airport and Langford Lane business park which bring local employment benefits. It is recognised that the proximity of Oxford also brings economic challenges and puts pressure on the provision of adequate facilities.
- Good access to local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

weaknesses:

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

Vision: In 2031 Kidlington will have...

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



Group E notes

Workshop 2: Priorities for the Future

Group 1 & 4:

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

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

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

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



Group 1/4 annotated map

Group 2: Technology corridor

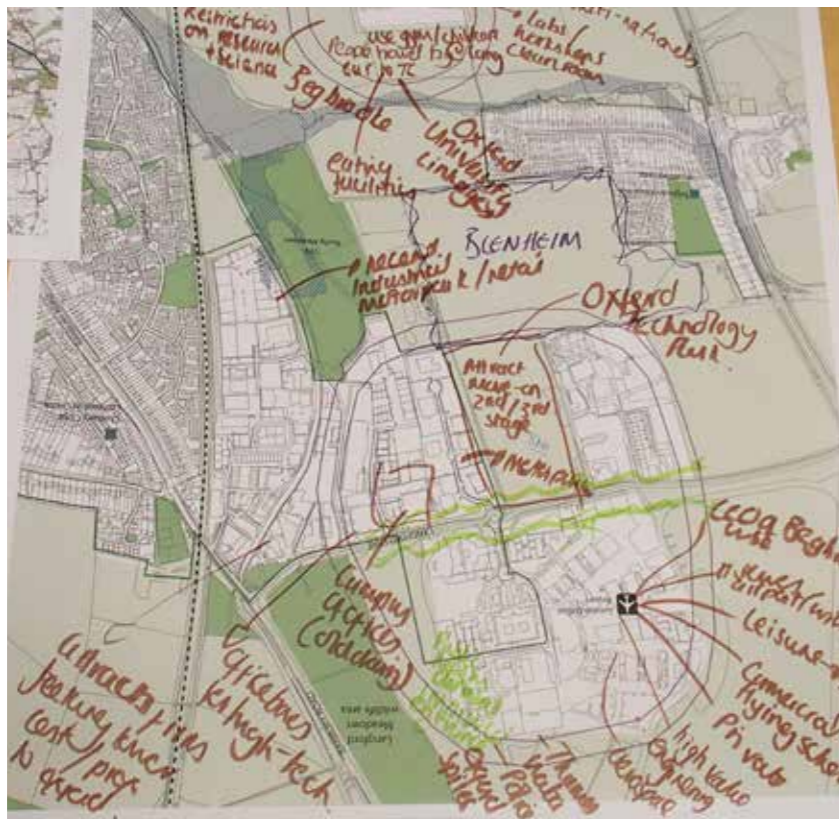
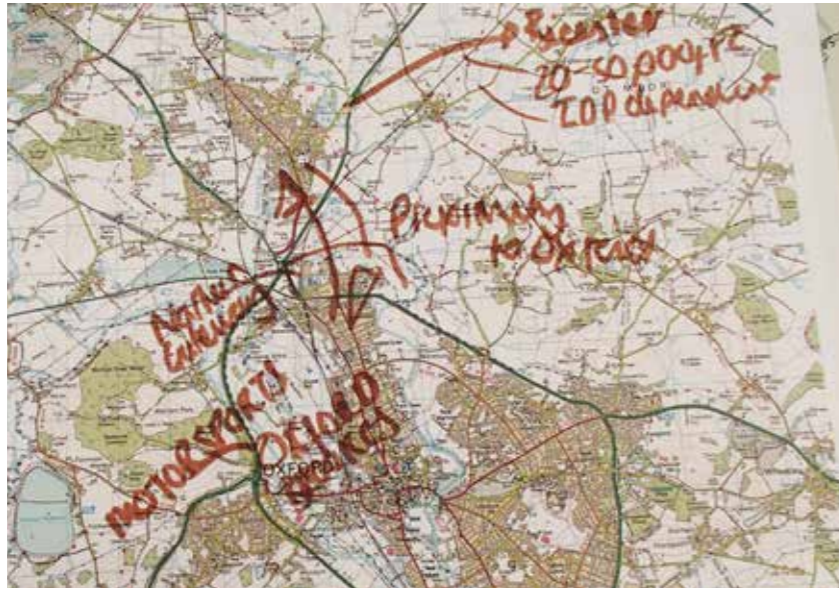
This group was facilitated by Margaret Collins of Regeneris. Their discussion focused on:

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

Priorities:

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

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



Group 2 annotated maps

Group 3: Improving connections and public realm

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

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



Group 3 annotated maps

Group 5: Meeting community needs

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

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



Group 5 notes and annotated map

Appendix 3

Advertising, representation form and exhibition boards for March – April 2016 statutory public consultation



DISTRICT COUNCIL
NORTH OXFORDSHIRE

**PLANNING AND COMPULSORY PURCHASE ACT 2004
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND)
REGULATIONS 2012 - REGULATIONS 12 & 13**

BANBURY MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

KIDLINGTON MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

Cherwell District Council is consulting on Masterplans for Banbury and Kidlington to guide future development proposals.

The draft Masterplans and supporting documents including Consultation Statements will be available for public comment from **Monday 14 March 2016 to Wednesday 13 April 2016**.

The documents will be available on-line at www.cherwell.gov.uk/policypublicconsultation and at the locations specified.

Comments should be received no later than Wednesday 13 April 2016. They can be made by email to: planning.policy@cherwell-dc.gov.uk

or posted to:

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

All comments received during the consultation period will be made available for public inspection.

Representations may be accompanied by a request to be notified of the subsequent adoption of the Masterplans as Supplementary Planning Documents.

For more information contact Planning Policy on 01295 227985

Where and When to Inspect the Documents

On-line at: www.cherwell.gov.uk/policypublicconsultation

Hard copies at the locations below during opening hours:

Cherwell District Council Offices, Bodicote House, Bodicote, Banbury, OX15 4AA
8.45am - 5.15pm Monday –Friday

Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB
Monday to Thursday 9am- 4.45pm, Friday 9am- 4pm

Banbury Library, Marlborough Road, Banbury, OX16 5DB
Monday 9am – 1pm, Tuesday 9am-7pm, Wednesday 9am – 8pm, Thurs and Friday 9am – 7pm, Saturday 9am – 4.30pm, closed Sunday

Neithrop Library, Community Centre, Woodgreen Avenue, Banbury, OX16 0AT
Monday 10am – 7pm, Tuesday Closed, Wednesday 2pm – 5pm, Thursday 10am – 1pm, Friday 10am- 5pm, Saturday 9.30am – 1pm, closed Sunday

Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS
Monday – Thursday 9am – 5pm, Friday 9am – 4pm

Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP
Monday 9.30am – 5pm, Tuesday 9.30am – 7pm, Wednesday 9.30am – 1pm, Thursday 9.30am – 5pm, Friday 9.30am – 7pm, Saturday 9.00am – 4.30pm, closed Sunday

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS
Tuesday: 10 am –12 noon & 3 – 7pm, Thursday: 2pm – 5pm & 6 – 7pm, Friday: 10am – 12 noon & 2 pm – 5pm, Saturday: 9.30 am –1pm, closed Monday, Wednesday & Sunday

Deddington Library, The Old Court House, Horse Fair, Deddington, Oxon. OX15 0SH
Monday 2pm - 5pm, 5.30pm - 7pm, Tuesday Closed Wednesday 9.30am - 1pm, Thursday 2pm - 5pm, 5.30pm - 7pm Friday Closed Saturday 9.30am - 1pm, closed Sunday

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH
Monday 2pm - 5pm, 6pm - 7pm, Tuesday Closed, Wednesday 2pm - 5pm, Thursday Closed, Friday 2pm - 5pm, 6pm - 7pm, Saturday 9.30am - 12.30pm, closed Sunday

Copies will be available on the North, Central and West Mobile Library Services.
For details of locations and times of the mobile library visit www.oxfordshire.gov.uk or phone 01865 810240

Banbury LinkPoint, 43 Castle Quay, Banbury, Oxfordshire, OX15 5UW
8.45am (10am Wednesday) to 5.15pm Monday to Friday

Bicester LinkPoint, 38 Market Square, Bicester, Oxfordshire, OX26 6AL (until 24 March then re-opening at Franklins House, Wesley Lane, Bicester, OX26 6JU on 4 April with the same opening hours) 8.45am (10am Wednesday) to 5.15pm Monday to Friday

Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB
8.45am (10am Wednesday) to 5.15pm Monday to Friday

(Note: Bicester Library will not be available for these consultations)

S SMITH, CHIEF EXECUTIVE

Kidlington Framework Masterplan

Consultation on the Draft Supplementary Planning Document 14th March - 13th April 2016

Cherwell District Council is preparing new planning guidance which will guide development and change across Kidlington over the next 15 years.

We want to hear your views on the proposals in the draft supplementary planning document and your ideas on the type of place you would like to see Kidlington become.



To find out more and have your say please visit the public exhibition held;

Wednesday 30 March 2016

2pm- 8pm

Exeter Hall, Oxford Road, Kidlington, OX5 1AB

or review the full document and comment online at
www.cherwell-dc.gov.uk/policypublicconsultation

Have your say on the future of Kidlington

KIDLINGTON FRAMEWORK MASTERPLAN - SUPPLEMENTARY PLANNING DOCUMENT

DRAFT FOR CONSULTATION - MARCH 2016

Representation Form

Cherwell District Council is currently consulting on a Draft Kidlington Framework Masterplan to guide future development proposals in Kidlington.

The document expands upon the principles of Cherwell’s adopted Local Plan Part 1, which sets the overall development strategy for the Cherwell District, includes strategic planning policies and outlines the Council’s allocated sites for development. The draft Kidlington Framework Masterplan provides further detailed guidance for Kidlington and identifies issues and opportunities for development. When approved as a Supplementary Planning Document, the Masterplan will be used alongside the adopted Local Plan to guide planning and economic development in Kidlington.

The document will be available to view and comment on from 14 March – 13 April 2016.

To view and comment on the document, visit www.cherwell.gov.uk/policypublicconsultation.

The document is also available to view at various locations across the District, as detailed on the Public Notice.

Please use this representation form to make your comments. Please note that all comments received will be made publicly available.

Please provide the following details:

NAME:

ADDRESS:
.....
.....

EMAIL:

AGENT
NAME:

AGENT
ADDRESS:
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AGENT
EMAIL:

Your details will be added to our mailing list and you will be kept informed of future progress of this document and other Local Plan documents. If you wish to be removed from this mailing list please contact the Planning Policy team. Details are at the bottom of this representation form.

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Draft Kidlington Framework Masterplan

Consultation Questions

Part 1: Kidlington Today, Understanding the Issues

Section 1: Location and Context

Question 1a:

Do you agree that Kidlington plays a global, regional and local role as described? (in Section 1 of the document)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 2: Village Character

Question 2a:

Does the description of village character accurately reflect Kidlington? (Section 2)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Question 2b:

Are there any inaccuracies or important issues that have been missed? (Section 2)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

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Section 7: Economy and Employment

Question 7a:
Does the description of economy and employment accurately reflect the issues faced by Kidlington? (Section 7)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>
Question 7b:
Are there any inaccuracies or important issues that have been missed? (Section 7)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>

Section 8: Housing

Question 8a:
Does the description of housing accurately reflect the issues faced by Kidlington? (Section 8)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>
Question 8b:
Are there any inaccuracies or important issues that have been missed? (Section 8)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>

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Section 9: Planning Context

Question 9a:
Does the review of planning accurately reflect the policy and development context for this Framework?
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>
Question 9b:
Are there any inaccuracies or important issues that have been missed? (Section 9)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>
Question 9c:
Taking Part 1 as a whole, does Part 1 of the Framework provide a good overview of the character and issues facing Kidlington today?
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>
Question 9d:
Are there any inaccuracies or important issues that have been missed? (Part 1 as a whole)
<i>Please use this space to enter your comments. Please use one response box per question:</i>
<i>Please continue on another sheet if necessary.</i>

Part 2: Kidlington Tomorrow, Realising the Potential

Section 10: Consultation and Engagement

Question 10:

In your view, have the findings from consultation to date provided a good summary of the issues facing the village? (Section 10)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 11: Framework Vision & Themes

Question 11:

Do you agree with the Vision statement, overall spatial concept and Framework objectives? (Section 11)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 12: Revealing Kidlington's Distinctive Identity

Question 12a:

Do you agree with the objectives and opportunities identified under the theme of 'revealing Kidlington's distinctive identity? (Section 12)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 12b:

Do you have any ideas to add? (Section 12)

Please use this space to enter your comments. Please use one response box per question:

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Please continue on another sheet if necessary

Section 13: Strengthening Kidlington Village Centre

Question 13a:

Do you agree with the objectives and opportunities identified under the theme of 'strengthening Kidlington Village Centre'? (Section 13)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 13b:

Do you agree that the opportunity to reconfigure and potentially reduce some surface car parking in the village centre to release land for retail and housing development should be explored? (Section 13)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 13c:

Do you have any ideas to add? (Section 13)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 14: Supporting Community Needs

Question 14a:

Do you agree with the objectives and opportunities identified under the theme of 'supporting community

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needs'? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14b:

Do you agree that the potential for consolidation/relocation of sports facilities in the village should be explored further? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14c:

Do you agree with the design principles for Exeter Close? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14d:

Do you have any ideas to add? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 15: Supporting Future Economic Success

Question 15a:

Do you agree with the objectives and opportunities identified under the theme of 'supporting future economic success'? (Section 15)

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Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 15b:

Do you have any ideas to add? (Section 15)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 16: Planning for Sustainable Growth

Question 16a:

Do you agree with the objectives and opportunities identified under the theme of 'planning for sustainable growth'? (Section 16)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 16b:

Do you have any ideas to add? (Section 16)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 17: Integration and Connectivity

Question 17a:

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Do you agree with the objectives and opportunities identified under the theme of 'integration and connectivity'? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 17b:

Do you agree with the ideas for public realm improvements on Oxford Road? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 17c:

Do you have any ideas to add? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Do you wish to make any other comments on the draft Kidlington Framework Masterplan?

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Thank you for taking the time to respond to this consultation. Please ensure your comments are submitted by Wednesday 13 April 2016.

Visit www.cherwell.gov.uk/policypublicconsultation

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Have your say on the future of Kidlington

Cherwell District Council is preparing new planning guidance which will guide development and change across the village over the next 15 years.

Kidlington is identified in the Cherwell District Local Plan as a location for small scale housing growth, village centre expansion and employment growth.

The Kidlington Framework Masterplan Supplementary Planning Document will provide further guidance on the policies of the Local Plan.

Why is a masterplan needed?

Kidlington has many assets: its location and access to public transport, high tech employment areas, attractive landscapes, waterways and the historic village conservation areas. These qualities make Kidlington a desirable place to live and work.

However it also faces challenges: for a settlement of Kidlington's size the village centre could perform better, there is a lack of space for the village to grow and Oxford Road is dominated by traffic, cutting the village in two.

The Framework Masterplan considers all these issues in a joined-up way. It identifies possible locations for new development and improvements to public transport, public realm, the village centre and local facilities.

It has been developed following stakeholder consultation workshops and meetings with the Parish Council.



We want to hear your views on the proposals in the draft Framework Masterplan and your ideas on the type of place you would like Kidlington to become.

You can review the full document and comment online until 13 April 2016 at:

www.cherwell.gov.uk/policypublicconsultation



**Kidlington Framework Masterplan
Draft Supplementary Planning Document**

Kidlington 2031

A vision for change

Vision statement

In 2031, Kidlington is a distinctive and sustainable community with a strong sense of identity.

Its landscape setting, access to high quality homes and community facilities and revitalised village centre make it an attractive place to live and work.

Its strong connections with Oxford and Bicester, rail link to London and London Oxford airport support a growing high value employment base which is well integrated with the wider village.

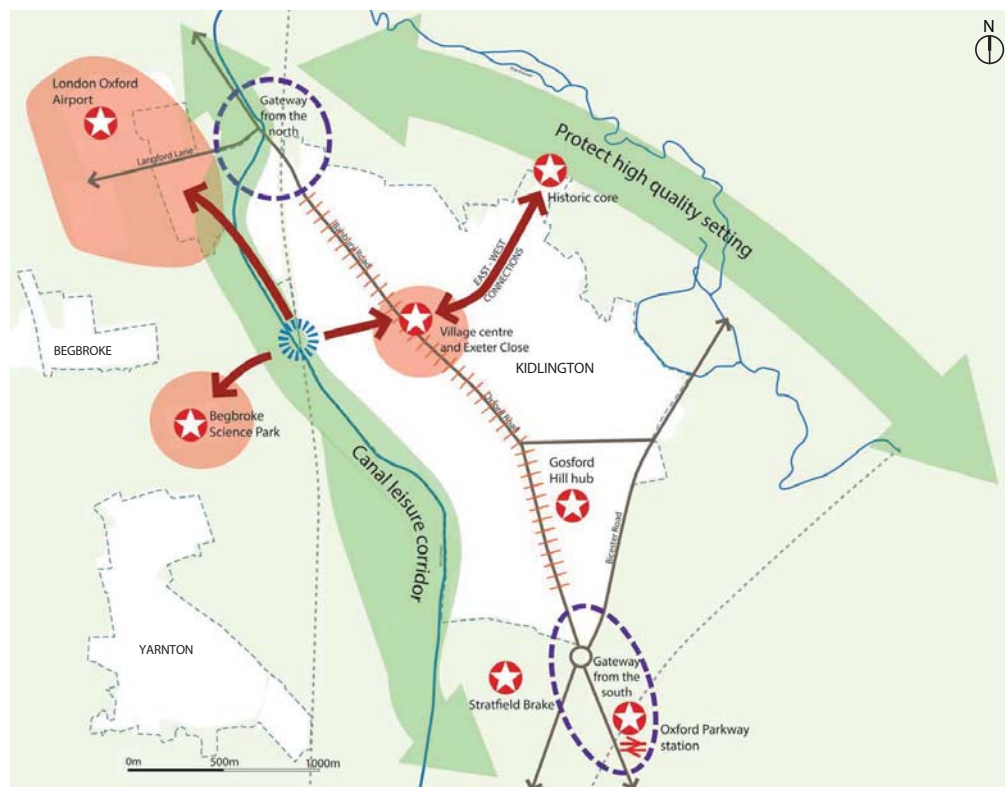
Consultation Questions:

11. Do you agree with the Vision statement, overall spatial concept and Framework objectives?

Opportunities

The spatial concept plan summarises the main opportunity areas identified within the village. These ideas are described in more detail in the rest of the exhibition.

- Village centre: new mixed use development, street improvements and expansion of the village centre to the west of Oxford Road.
- Village 'gateways': enhancements at the entrances to Kidlington.
- Oxford Road: transforming the character of this busy road from a 'highway' to a pedestrian friendly 'street'.
- Green corridors: Kidlington's landscape setting is protected as Green Belt but access for leisure could be improved.
- Economic growth: a joined up strategy for the growth of high tech business space to the west of the village.
- Improved connections: new east-west cycling routes and footpaths to connect Kidlington's employment areas, village centre and leisure assets.
- New homes: within the village centre and other small sites within the village boundary.



Left: Overall spatial concept map

Key

- Green Belt
- Railway line
- ★ Key assets
- Green corridors
- Village 'gateways'
- Focus for growth
- ||||| Transform Oxford Road from a highway to a 'street'
- Strengthen east-west walking and cycling connections
- Canal hub at Roundham Bridge

Revealing Kidlington's distinctive identity

Objectives

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

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



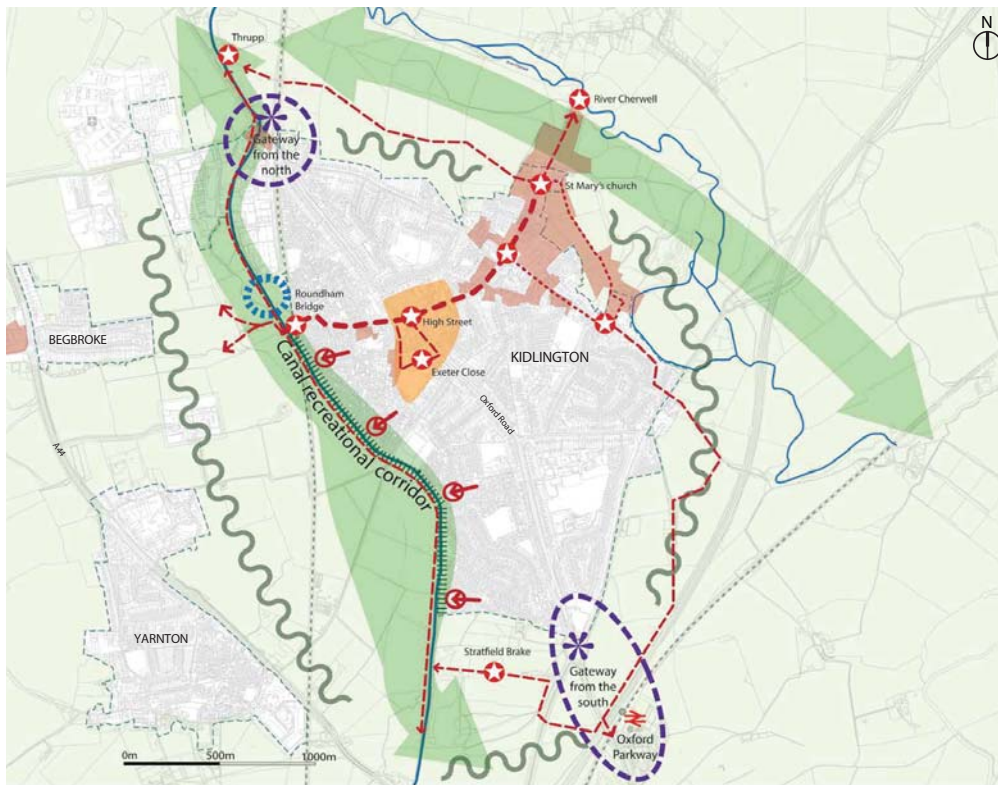
Opportunities

- Wider promotion of Kidlington as an attractive place to live, work and visit, including information boards at the station.
- The landscape, waterways and heritage buildings are great assets for the village. They could be connected by improved walking and cycling routes that are clearly signposted.
- Canal towpath improvements, new access points, new public green spaces and a canal side hub (e.g. a cafe or small marina) at Roundham locks to encourage use of the canal for leisure.
- Public realm improvements at the village 'gateways' at Kidlington roundabout and the Langford Lane/Oxford Road junction to create a welcoming first impression.
- Appraise Kidlington's distinctive landscape setting to identify important features and inform future planning policy.

Consultation Questions:

12a. Do you agree with the objectives and opportunities identified under the theme of 'revealing Kidlington's distinctive identity'?

12b. Do you have any ideas to add?



Left: Revealing Kidlington's distinctive identity proposals map

Key:

- Green Belt
- Railway line
- Village 'gateways'
- Public realm improvements
- Improve canal side green spaces
- Review and increase canal access points
- Improved walking routes connecting the assets
- Existing Historic Village Trail
- Landscape and townscape assets
- Landscape appraisal
- Village centre design guidance
- Conservation areas
- Improved habitat and green space corridors
- Canal hub at Roundham Bridge

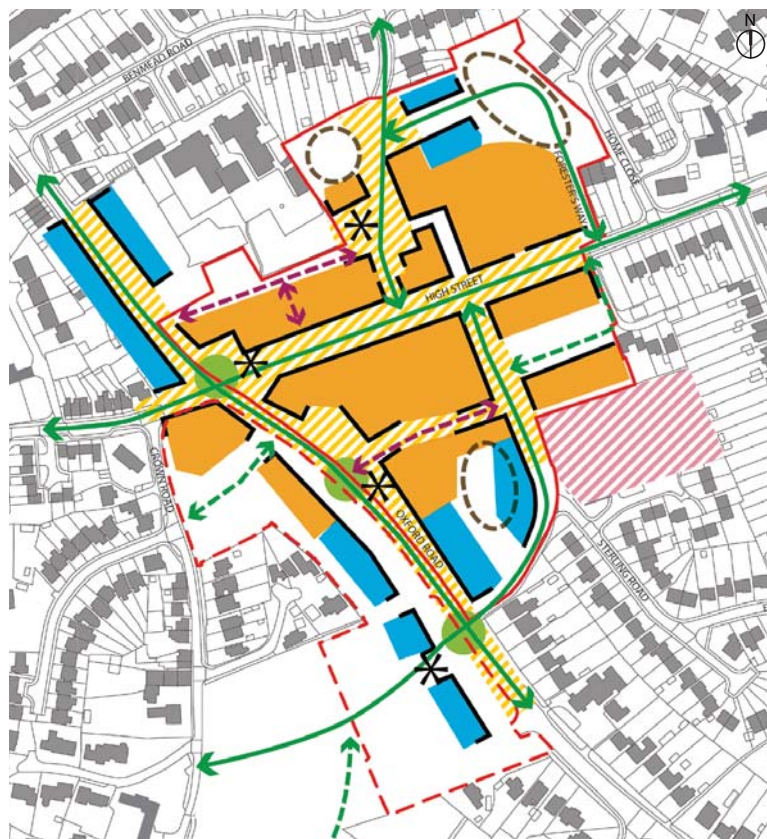
Strengthening Kidlington village centre

Objectives

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

Opportunities

- The village centre could become a focus for significant development and improvement including public realm enhancements, a greater mix of uses including shops, food and drink and new homes. A detailed masterplan and design guidance should be prepared to plan for this.
- Surface car parking in the centre could be reduced or replaced by decked car parks to release land for development. Free car parking could be managed to limit its use for 'park and ride'.
- The village centre boundary is to be expanded westwards across Oxford Road to encourage a village centre character on the main road and connect the shops with Exeter Close.
- Improvements to walking and cycling links through the village centre to provide better connections between shops, Exeter Close and surrounding homes.
- Creation of new public squares to provide high quality spaces for residents and visitors to enjoy.
- Street enhancements and new crossing places on Oxford Road to transform it from a traffic dominated highway to a pleasant, people friendly street.



Above: village centre proposals map

Key:

- Kidlington village centre boundary
- Local Plan proposed extension to village centre boundary
- Existing/ proposed active frontages
- Primary retail area
- Community uses, secondary retail and residential
- Potential location for small scale multi-storey car park/ decked car parks

- Potential longer term opportunity site
- Primary pedestrian route
- Potential for secondary pedestrian route
- Potential longer term opportunities for pedestrian connections
- New/ improved crossings
- Public realm improvements
- Public squares



Consultation Questions:

13a. Do you agree with the objectives and opportunities identified under the theme of 'strengthening Kidlington Village Centre'?

13b. Do you agree that the opportunity to reconfigure and potentially reduce some surface car parking in the village centre to release land for retail and housing development should be explored?

13c. Do you have any ideas to add?

Supporting community needs

Objectives

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

Opportunities

- Reconfigure and improve access to sports pitches and parks within the village. This could include the relocation of some existing football pitches to an expanded Stratfield Brake, releasing land for improved local parks fronted by a small number of new homes. A detailed strategy could be prepared with local sports clubs to investigate this further.
- Exeter Close could be redeveloped to provide modern community facilities fronting Oxford Road and sports facilities. By designing a more efficient layout some land could potentially be released for small scale housing development to the rear.
- Small 'leftover' green spaces within residential areas and along the canal could be improved to become play spaces, gardens, community orchards or allotments which could be managed by community volunteers.



Above: Potential arrangement of uses at Exeter Close

Below: Supporting community needs proposals map

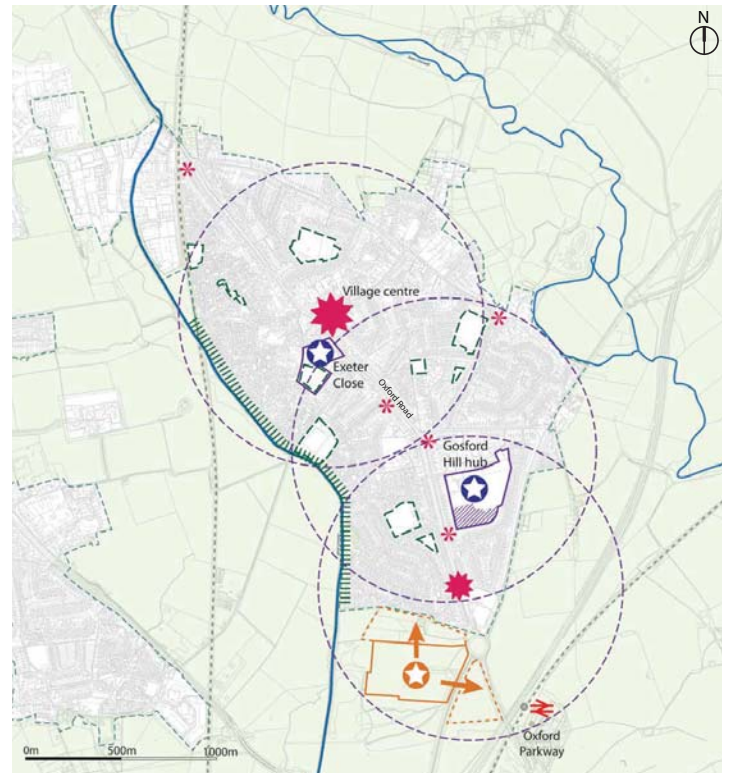
Consultation Questions:

14a. Do you agree with the objectives and opportunities identified under the theme of 'supporting community needs'?

14b. Do you agree that the potential for consolidation/relocation of sports facilities in the village should be explored further?

14c. Do you agree with the design principles for Exeter Close?

14d. Do you have any ideas to add?



Key

- | | | | |
|--|-------------------------------------------------------------|--|------------------------------------------------------------|
| | Green Belt | | Improve canal side green space |
| | Village and local centres | | Stratfield Brake sports facilities |
| | Local convenience shopping | | Area of search for potential expansion of Stratfield Brake |
| | Strengthen community hubs | | Review location and quality of sports and amenity spaces |
| | Approximate 10 minute walk from retail / community clusters | | |

Supporting future economic success

Objectives

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

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

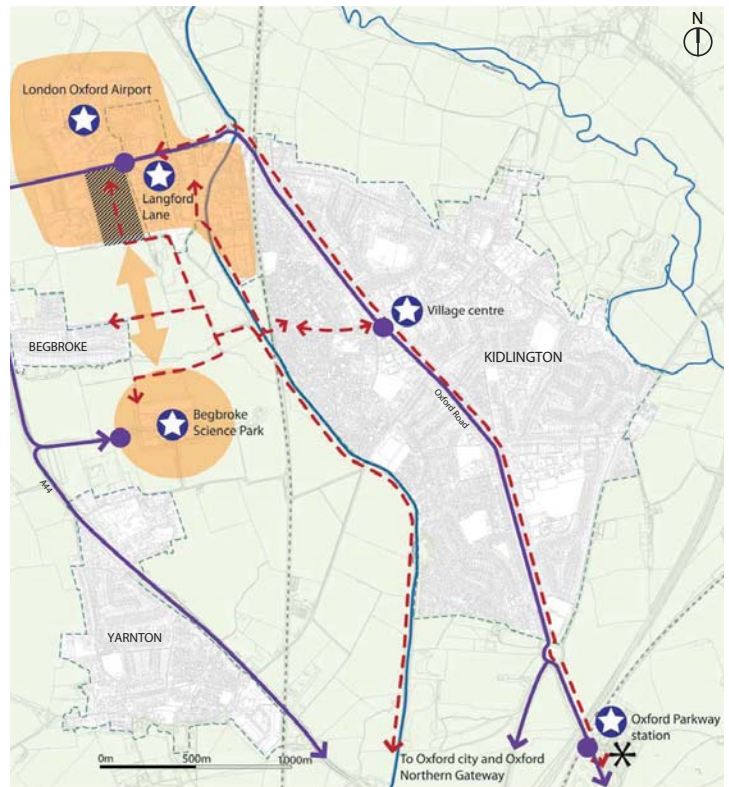
Opportunities

- Growth of high value employment uses to the west of the village, which should be managed in a joined up way through an economic strategy or masterplan. The Local Plan commits to a small scale review of the Green Belt around London Oxford Airport/Langford Lane and Begbroke Science Park to release sites for business development.
- Improved physical and social connections between the employment areas, residential neighbourhoods, station and village centre including:
 - new cycling, walking and public transport routes such as a reverse park and ride to the station.
 - creation of a Kidlington business-led partnership, skills training and other business initiatives within the community.
- Continued support for the growth of advanced manufacturing, scientific research & development and automotive industries which are key employment sectors for Kidlington.
- Provision of a business centre at Langford Lane to provide support to local businesses and encourage networking.
- Consider opportunities for other supporting facilities such as local food and drink uses and a hotel which would complement the village centre facilities.

Consultation Questions:

15a. Do you agree with the objectives and opportunities identified under the theme of 'supporting future economic success'?

15b. Do you have any ideas to add?

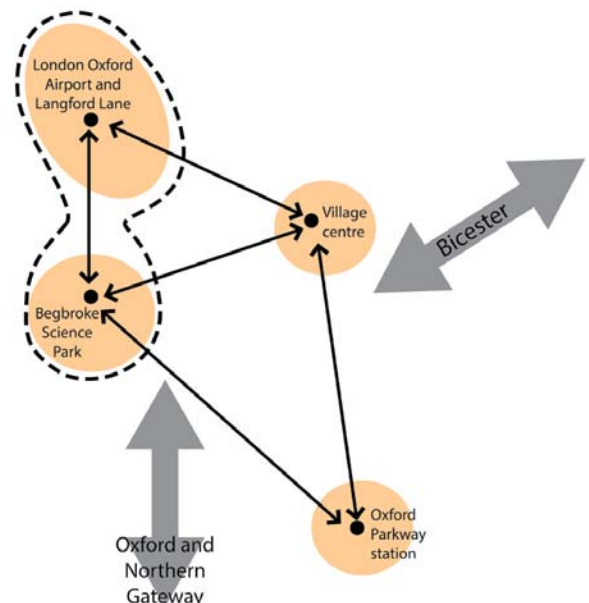


Above: Supporting future economic success proposals map

Key

- Green Belt
- Joined up approach to employment growth
- Economic assets
- Proposed Oxford Technology Park
- Proposed reverse Park and Ride and longer term Bus Rapid Transit route connecting economic hubs and village centre
- New improved pedestrian and cycle routes

Below: Important economic assets need to be connected and considered in a joined up way.



Integration and connectivity

Objectives

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

Opportunities

- To improve walking and cycling connections within Kidlington to re-connect the village centre to surrounding neighbourhoods, the canal and river, employment areas and Oxford Parkway station.
- Oxford Road could be transformed from a traffic dominated highway to a pleasant, people friendly street that prioritises and gives more space to pedestrians, cyclists and buses and provides an attractive gateway to the village.
- Longer term proposals include a new bus-based rapid transit route and cycle premium routes on Oxford Road connecting the airport/ Langford Lane to Oxford city centre.

How Oxford Road could look

From this...



...to this. Tree planting and cycle lanes and improved lighting.

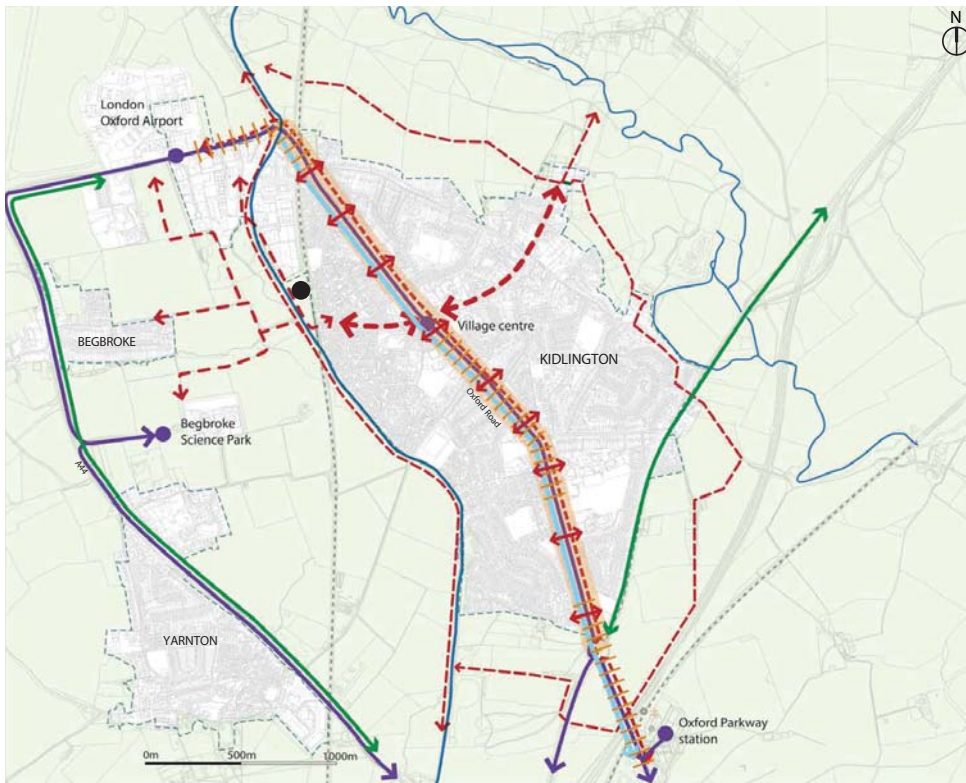


Consultation Questions:

17a. Do you agree with the objectives and opportunities identified under the theme of 'integration and connectivity'?

17b. Do you agree with the ideas for public realm improvements on Oxford Road?

17c. Do you have any ideas to add?



Left: Integration and connectivity proposals map

Key

- Green Belt
- New & improved pedestrian and cycle routes
- New pedestrian crossings (indicative locations)
- Cycle premium routes
- Reverse Park and Ride
- Bus based rapid transit routes
- Oxford Road public realm improvements
- Priority public realm improvements
- Explore need to safeguard land for longer term rail station

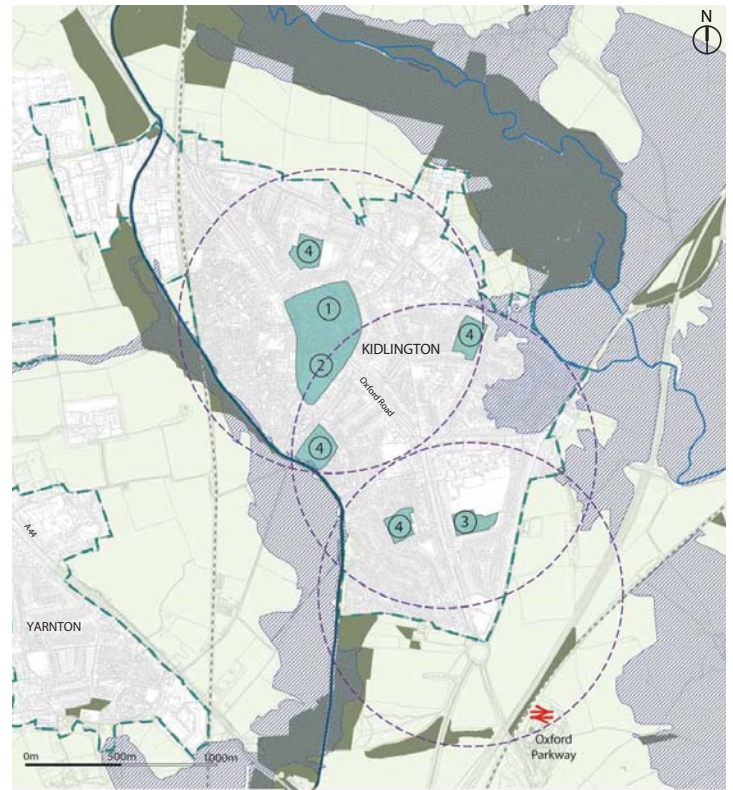
Planning for sustainable growth

Objectives

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

Opportunities

- Identify sites for new homes, prioritising the use of previously developed land within the village boundaries and avoiding flood plain and Green Belt. This could include:
 - land released in the village centre if car parks are reorganised;
 - land released at a reconfigured Exeter Close;
 - land released through the relocation of sports pitches;
 - other small sites such as infill on poorly used garage courts, leftover spaces within existing estates or use of large back gardens;
 - land released if Thames Valley Police HQ relocates - this is a longer term opportunity.
- In the long term small scale affordable housing schemes may be needed, potentially outside the village boundaries on 'rural exception sites'. A local affordable housing needs assessment will be undertaken to plan for this.
- New homes and streets will be of high design quality, making use of sustainable technologies.



Above: Planning for sustainable growth proposals map

Key	Potential sites
Green Belt	① Village centre sites
Flood zone 3 (approx.)	② Exeter Close
BAP habitat	③ Thames Valley Police
Potential development sites within village boundaries	④ Football clubs and recreation grounds
Approximate 10 minute walk from existing centres and community hubs	

Consultation Questions:

16a. Do you agree with the objectives and opportunities identified under the theme of 'planning for sustainable growth'?

16b. Do you have any ideas to add?

Find out more and have your say

Consultation on the Draft Supplementary Planning Document runs until 13th April 2016.

You can review the full document and comment online at www.cherwell.gov.uk/policypublicconsultation

Appendix 4

Schedule of representations received during March – April 2016 statutory public consultation

Kidlington Masterplan SPD

Consultation March 2016

Schedule of Representations Received

Representation ID	Representation Name/Organisation
KID-A-001	Roger Prince
KID-A-002	Mrs M Simmons
KID-A-003	Timothy Simmons
KID-A-004	Gill Cohen
KID-A-005	Simon Dickens
KID-A-006	John & Christine Lenton
KID-A-007	Stephen Handsley
KID-A-008	Parish Cllr Mark Turner
KID-A-009	Fiona Thomas
KID-A-010	Mrs Christine Bower
KID-A-011	Gosford & Water Eaton Parish Council
KID-A-012	Mark Prosser
KID-A-013	Peter Webber
KID-A-014	A Duncan
KID-A-015	Kidlington Parish Council
KID-A-016	Ora Sapir
KID-A-017	Mrs Barbara Seymour
KID-A-018	Cllr David Betts
KID-A-019	Bloombridge
KID-A-020	tmd Building Consultancy Ltd
KID-A-021	Nick Duval
KID-A-022	Alex Duncan
KID-A-023	Historic England (including SEA screening response)
KID-A-024	Rupert Page
KID-A-025	David Phipps
KID-A-026	Steve Daggitt
KID-A-027	Ms Tenley Soanes
KID-A-028	Kelly Crozier
KID-A-029	Kate Johnson
KID-A-030	Peter Merrill
KID-A-031	Kate Grebenik
KID-A-032	Trevor Campbell
KID-A-033	Stephen Neale
KID-A-034	Anne Canning
KID-A-035	Gill Simmons
KID-A-036	Alison Martin
KID-A-037	Norman Davies
KID-A-038	Wendy Plowman
KID-A-039	Marcus Neale
KID-A-040	Dr Ann Taylor

KID-A-041	Julian Antonen
KID-A-042	Nina Eagle
KID-A-043	Caroline Drake
KID-A-044	Emily Murphy
KID-A-045	Tina Merry
KID-A-046	Kathy Webb
KID-A-047	Hollie Lord
KID-A-048	Ruth Smith
KID-A-049	Donna Connelly
KID-A-050	Karen & Tony East
KID-A-051	Clare Woodward
KID-A-052	Mary-Ella Tuppenney
KID-A-053	Lucy Smith
KID-A-054	Nita Middleton
KID-A-055	Gill Brain
KID-A-056	Margaret Boggs
KID-A-057	Sarah Trinder
KID-A-058	Michael Tuppenney
KID-A-059	Nickie Rogan
KID-A-060	Michael Tuppenney
KID-A-061	Mrs Ginny Fellows
KID-A-062	Katherine Simpson
KID-A-063	Trevor Elford
KID-A-064	Samantha Henwood
KID-A-065	Mark Lowen
KID-A-066	Amanda Clarke
KID-A-067	Nic Griffiths
KID-A-068	Sarah Innes
KID-A-069	Samuel Jack
KID-A-070	Lee Johnson
KID-A-071	Eliza Charlton
KID-A-072	Elissa Clark
KID-A-073	Sarah Leach
KID-A-074	Kidlington Cricket Club
KID-A-075	Laura Foster
KID-A-076	Lucy Holmes
KID-A-077	Ken Groom
KID-A-078	Julia Haynes
KID-A-079	Hayley Harvey
KID-A-080	Louise Drury
KID-A-081	Mrs Cris Blunsdon
KID-A-082	Mrs Amanda Pipkin
KID-A-083	Liam Walker
KID-A-084	Warren Jones
KID-A-085	Liam Robbins
KID-A-086	Simon Comley

KID-A-087	Miss Sue Castle
KID-A-088	Colin Briggs
KID-A-089	Emma Briggs
KID-A-090	Lorraine Goodgame
KID-A-091	Natalie Brownsill
KID-A-092	Laura Palmer
KID-A-093	Dr Jennifer McGillivray
KID-A-094	Chloe Rochford
KID-A-095	Stephen Holden
KID-A-096	Russell Walker
KID-A-097	Geoff Talboys
KID-A-098	Rachel Wells
KID-A-099	Andy Drury
KID-A-100	Jen Drury
KID-A-101	Sharon Yendle
KID-A-102	Amy Palmer
KID-A-103	Steve Bevis
KID-A-104	Alan Shatford
KID-A-105	Alan, Susan & Laura Nottage
KID-A-106	Laura Doherty
KID-A-107	Bob Sherlock
KID-A-108	Rachel Pittick
KID-A-109	Mark Pepper
KID-A-110	Rachael Turner
KID-A-111	Karl Fellos
KID-A-112	Mrs Louise Crone
KID-A-113	Graham, Charlie, Emily Nutt
KID-A-114	Jane Rendle
KID-A-115	Gary Johnson
KID-A-116	Clarissa Worth
KID-A-117	Helen Matthews
KID-A-118	Jackie & Arthur Tanney
KID-A-119	B Willoughby
KID-A-120	Tom Clark
KID-A-121	Steve Taberner
KID-A-122	Tracey Giles
KID-A-123	Yvonne Sinnott
KID-A-124	Benedicte George
KID-A-125	Susan Simms
KID-A-126	Clare Cooper & Daniel Rand
KID-A-127	David Hughes
KID-A-128	Nick Tanney
KID-A-129	L J Brain
KID-A-130	Jane Hughes
KID-A-131	Fiona Thomas
KID-A-132	Shoana Tanney

KID-A-133	Jenny Williams
KID-A-134	Martin Palmer
KID-A-135	Paul Machin
KID-A-136	Gerry Foley
KID-A-137	David Platt
KID-A-138	Shelley Hopper
KID-A-139	Chris Simmonds
KID-A-140	Alison & David Cook
KID-A-141	Joanne Buckle
KID-A-142	Darren Bray
KID-A-143	Gary Pearson
KID-A-144	Kidlington FC
KID-A-145	Phillip Parker
KID-A-146	Daniel Wise
KID-A-147	Claire Bevis
KID-A-148	Becky Considine
KID-A-149	Giles Puleston
KID-A-150	Adrian Martin
KID-A-151	Ms Simmonds
KID-A-152	Les Deabill
KID-A-153	Henry Brougham
KID-A-154	Kidlington Youth FC under 10s
KID-A-155	Louise Clarke
KID-A-156	Stuart Wilkinson
KID-A-157	Alexandra Carroll
KID-A-158	Emma Foster
KID-A-159	Emma and Robin Wyatt
KID-A-160	Simon Hedges
KID-A-161	Debbie Whitehead
KID-A-162	Sarah Goodwin
KID-A-163	Nicola Holden
KID-A-164	Michaela Stevens
KID-A-165	Mike Gradwell
KID-A-166	Martin Baker
KID-A-167	Mrs Theresa Salcombe
KID-A-168	Gosford Hill School Governors
KID-A-169	Kemp & Kemp - Manor Oak Homes
KID-A-170	Nicholas East
KID-A-171	Katherine Thomas
KID-A-172	Keith Stratford
KID-A-173	Helen Huggins
KID-A-174	Simon Dickens
KID-A-175	Rita Aust
KID-A-176	Margaret Middleditch
KID-A-177	Jacqueline Palmer
KID-A-178	Alan Lodwick

KID-A-179	David Hannaford-Hill
KID-A-180	Canal & River Trust
KID-A-181	Oxfordshire Football Association
KID-A-182	John Wainwright
KID-A-183	The Childrens House Montessori Nursery
KID-A-184	Maureen Morris
KID-A-185	Rosalie & Nigel Simpson
KID-A-186	Betty Agha
KID-A-187	Dr Robert McGurrin
KID-A-188	Chris Gomm
KID-A-189	Jeremy Turner
KID-A-190	Kidlington Community FC
KID-A-191	Kim & Vince Sharp, Janice & Frank Giles
KID-A-192	Lisa Johnson & family
KID-A-193	Liz Benhamou
KID-A-194	Vinny Murphy
KID-A-195	Ivor Davies
KID-A-196	Ian Sykes
KID-A-197	Cecile Hague
KID-A-198	Robbie Jacques
KID-A-199	Laura L Salinas
KID-A-200	Sophie van Houtryve
KID-A-201	Heidi Lancaster
KID-A-202	Richard Hague
KID-A-203	Kidlington Old Boys FC
KID-A-204	Victoria Campbell
KID-A-205	Susan & Anthony Bennell
KID-A-206	Andrew Hornsby-Smith
KID-A-207	Ben Capel
KID-A-208	Lynn Middleton
KID-A-209	Julia Trowles
KID-A-210	Mrs Natalie Sowden
KID-A-211	Sheehan Group of Companies
KID-A-212	Highways England
KID-A-213	Elizabeth Willis
KID-A-214	Alan Sowden
KID-A-215	W Lucy & Co Ltd
KID-A-216	Helen Short
KID-A-217	Paul Blake
KID-A-218	(no. not used)
KID-A-219	James & Kate Hamilton
KID-A-220	SpaceStrategy (Consulting) Ltd
KID-A-221	Dr Lisa Smith
KID-A-222	Alaric Rose
KID-A-223	Linda Ward
KID-A-224	Kidlington FC

KID-A-225	Alan Graham
KID-A-226	Lena Haapalahti
KID-A-227	Steve & Emma Forse
KID-A-228	Suzi Coyne Planning
KID-A-229	Steve Haynes
KID-A-230	J A Pye (Oxford) Ltd
KID-A-231	Rory Bowden
KID-A-232	Sustrans
KID-A-233	CPRE Cherwell South
KID-A-234	Cantay Estates Ltd
KID-A-235	Alex Babic
KID-A-236	Liz & Roy Moore
KID-A-237	University of Oxford & the Tripartite
KID-A-238	Sainsburys Supermarkets Ltd
KID-A-239	Kieron Ward
KID-A-240	Oxfordshire County Council
KID-A-241	Lynn Pilgrim
KID-A-242	John Pilgrim
KID-A-243	Maura Cordell
KID-A-244	M J Warrell
KID-A-245	Rosie Lodwick
KID-A-246	David Jones
KID-A-247	David Jones
KID-A-248	Antionette Finnegan
KID-A-249	Paul Whitford
KID-A-250	Christine & Richard Lodge
KID-A-251	Mrs Ilze Jozepa
KID-A-252	Christiaan Monden
KID-A-253	Richard Venables
KID-A-254	Simon Myers
KID-A-255	Terry Tossell
KID-A-256	Richard & Helen Huggins
KID-A-257	E Townsend
KID-A-258	Simon Myers
KID-A-259	Environment Agency
KID-A-260	Jacquelyn Bevis
KID-A-261	Lee Sherlock
KID-A-262	Charlie Winward
KID-A-263	Dominic Preston - Garden City FC
KID-A-264	Begbroke Parish Council
KID-A-265	Natural England

Appendix 5

Summary of representations received during March – April 2016 statutory public consultation

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Summary of Representations

Representation Name/Organisation	ID	Issue
Roger Prince	KID-A-001	Not all of the village is well served by bus transport and the global role of the airport is exaggerated. Kidlington needs an all day frequent bus service from North Kidlington to the village centre asap. There is inadequate parking at Stratfield Brake when several pitches are in use. Pitches flood regularly as drainage is inadequate. The opportunity should be taken for improvements. Do not want any existing recreation areas to be lost completely through consolidation and relocation. If land is so limited for housing why not hold back on the proposed developments for employment? There is little unemployment in the local areas; new jobs will just bring more traffic (ref. Northern Gateway). Over development at the north and south of Kidlington will make traffic problems worse & raise safety concerns. Opportunities for housing in rural exception sites should not be considered for development as they are all in the Green Belt. Concern that the landscape appraisal work referred to in Section 12 is a Green Belt Review. If any land is removed from the Green Belt, this should be further protected as Local Green Space. Proposals for long term development to the west of Oxford Road are over ambitious and unachievable. Efforts should be made to improve what is already there before any expansion. No support for the multistorey car park proposals. Car parks should be underground. Too early to comment on design principles for Exeter Close; this is a complex task. Support for the continued protection of the Green Belt as per national policy.
Mrs M Simmons	KID-A-002	No global role for Kidlington. Concern at lack of long term parking spaces. Support continued protection for the Green Belt. Would there be additional community services/facilities if more development is proposed? Proposed closure of Oxford Road to car traffic is ridiculous. Concern at the focus on commercial land use. Kidlington is a village not a town; there is not enough emphasis on this. Too many people living in the village already compared to the level of services. Buildings in the centre are not in keeping with the origins of Kidlington as a village. Consultation concerns.
Timothy Simmons	KID-A-003	Kidlington has mainly a local role. Imperative that the Green Belt surrounding Kidlington is left alone. Lack of parking available for all the proposed development. No support for reducing surface car parking. Pedstrianisation of Oxford Road is ridiculous. Kidlington doesn't need & cannot sustain any more businesses. Kidlington is a village not a town. It needs more affordable houses and infrastructure improvements. Consultation concerns.
Gill Cohen	KID-A-004	Role of/current description of Kidlington are accurate. Past endeavours to improve the village centre have not been effective. Lack of facilities along Canal. Parking remains an issue although Kidlington is well served by public transport. Concerns at high level of vacancies (offices) in the centre. A3 uses in the evening should be promoted but not more takeaways. Concern about multistorey car parks. Need to improve the range of shops to attract visitors.
Simon Dickens	KID-A-005	Concern at proposals for redevelopment of existing green areas. Kidlington Football Club and the Social Club should not be removed as they are valuable to the community. Kidlington does need more sports facilities, but do not agree that they should all be concentrated at Stratfield Brake area.
John & Christine Lenton	KID-A-006	There should be a cycle/foot path linking Gosford to Cutteslowe and a link across the railway & A34 towards Islip. The plan to redevelop the Coop car park is unpopular, the proposed building is too high. Multistorey car parks are an eye sore. More car parking space is needed.
Stephen Handsley	KID-A-007	Table 3.2 says that there is a shortage of parks/gardens/amenity space so why reduce the green areas in the village.
arish Cllr Mark Turner	KID-A-008	Broad support for the content of the Masterplan. Suggestion made for an outdoor gym like at Cowley Marsh and Oxsrad. Defibrillator required at Stratfield Brake.
Fiona Thomas	KID-A-009	There is a livery yard in Kidlington but there is no safe space to ride with no link from the village to existing bridleways. Similar issues are faced by cyclists. Too much traffic. Masterplan needs more focus on green issues, sustainability, leisure transport and safety issues and a strategy for global warming. Low unemployment around Kidlington which does not justify new business parks, which are then used to justify housing on Green Belt. Concern at potential building on Green Belt sites. Against any further commercial expansion of Oxford Airport but not the airport operations per se. Where is the housing need? Why the never ending spiral of expansion. Highlight that more information is needed on local housing need. Growth at the airport and Northern Gateway both seem detrimental to life in Kidlington and go against decisions to improve quality of life. Promoting the economy seems incompatible with protecting the environment. Building materials in Kidlington used in recent developments are inappropriate. Should promote more sustainable building. Do not agree with reducing car parking. Consultation concerns.
Mrs Christine Bower	KID-A-010	Do not agree with reducing car parking at the Coop site. The village should be kept for retail rather than for residential use. Concerns at rat runs and congestion around the village. Concerns about building on recreation grounds. Concern that a towpath on the east side of the Canal will reduce some people's gardens. Expansion of the village centre to the west of the Oxford Road is unnecessary and will cause more congestion. Promote underground parking and redevelopment of the central retail area with expansion to the east. Need to improve the village centre environment. Agree that the garage site would be good for retail but pedestrainising the Oxford Road is a bad idea. Suggest a bridge to joint east to west Kidlington together. Do not agree that all the sports facilities should be combined into one area as this would lead to loss of identity for individual clubs and cause congestion. Do agree that moving the children's play area to a central location is a good idea along with improving facilities, but people still need small spaces for informal play so the land shouldn't be lost to housing development. Making additional walking and cycling routes is futile as people will continue to use the car. Concern that no housing in Kidlington can ever be affordable. Concern at high density housing. Agree that more buses from Oxford Parkway to Langford Lane is a good idea as is reverse Park & Ride. Bus gates will be unpopular.

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Representation Name/Organisation	ID	Issue
Gosford & Water Eaton Parish Council	KID-A-011	The urban part of Gosford has been included in the Masterplan but rural Water Eaton has not. There should be mention of the new cemetery and allotment site, the circular walk around Kidlington & Gosford and about future flood risk from climate change. Concern that any loss in parking would be detrimental to attracting shoppers. However there should be deterrents against long term commuter car parking in these car parking areas (apply time limits). Concerns about centralising the medical centre and accessibility problems. The Parish Council is against the proposal to construct a new link road between A40/A44 because it will increase traffic congestion and pollution at Kidlington. What about Cherwell's Pollution Action Plan? Need to resolve onstreet car parking problems caused at school drop off. Some additions needed to the map of cycling and walking routes. There is a need to improve the well used path at Stratfield Brake between the Oxford Canal footbridge and to meet up with the stone bound Woodland Trust path network. This becomes too muddy in wet weather. Masterplan should include a section dealing with the elderly. What about the proposal for unitary status?
Mark Prosser	KID-A-012	If sports clubs are to consolidate, the released areas must be used in a way they were set up for i.e. space for exercise not for development. Object to use of sports areas for housing. The reference in section 8 to housing sites in the Green Belt should be deleted. Potential access problems with further development at The Moors. The boundary of Kidlington is clearly defined and protected by Green Belt. There is no need for the proposed landscape appraisal to establish a defensible boundary. There is no further development potential in Kidlington. There are not sufficient services to support further development particularly for young people. Object to the release of land for development at Exeter Close.
Peter Webber	KID-A-013	Need to protect the existing 'townscape' views into the village e.g. into the Church Street/St Mary's area from the historic town to the south east. More recent developments are ugly. Concerns at the Coop proposals. Kidlington has many other (historic) buildings and features which need to be protected. The existing trees need to be protected. Need to do more to make Kidlington a 'destination' for shopping and visiting. The Masterplan has too much focus on formal recreation provision and less on areas for small children to play games etc. Concern at any loss in parking provision which will affect the vitality of shops and pubs. Suggest 'smart' parking controls instead. Reducing parking space in the village will force parking out into residential streets. Bus & train services need improving including a new station on the Oxford-Banbury-Birmingham line. Concerns at any growth to the south of Kidlington; the gap between Jordan Hill and Water Eaton/Kidlington (around the Park & Ride) should not be filled. Priority should instead be given to careful development to the west of Kidlington. Economy- Kidlington has a lot of potential for high tech/high value employment. A Heritage Centre/Visitor Centre/Museum should be considered (at Exeter Close or within the centre). The proposals in the Masterplan need to be considered with development at Begbroke & Yarnton. Growth at the Airport should be unobtrusive and not environmentally damaging. With additional housing comes a need for additional social/community facilities. Support for additional development around Begbroke/Yarnton including affordable housing (opportunities linked to the Business Park & the Airport) & securing planning gain. Do not agree with moving High Street bus stops away from the centre or reducing Oxford Road's role as a main road, which will lead to rat running elsewhere. Do not agree with wholesale relocation of recreation facilities in order to release land for development. Would not support relocation of TVP. Support for high quality design but difficulties in improving energy performance of historic buildings - better to focus on new build.
A Duncan	KID-A-014	Criticisms of SHMA and its over estimates of housing need. The Masterplan's proposals for the village centre are not imaginative enough to create the centre of gravity that Kidlington needs.
Kidlington Parish Council	KID-A-015	The community looks to Oxford in many ways and not really to the rest of the Cherwell District Council area. Coalescence with Oxford to be prevented and to retain Kidlington's identity. Stronger emphasis resising the conversion of houses into flats needed. Concerns over the references to the 2014 SHLAA sites within the Green Belt. Cycling should not be permitted in the pedestrianised area of the High Street. References to the Co-Op site and its car park needs to be updated to reflect the current position. Concerns over the relocation of sport pitches to Stratfield Brake. General principal of additional recreational facilities at Stratfield Farm and potential development of Yarnton Road is supported. Open space should be protected and not redeveloped for housing. More thought on the future of Exeter Close and the facilities provided at the site. Clarification needed that the review of the Green Belt is outside the remit of the Master Plan. More funding to be directed to Kidlington as it is unlikely that S106 contributions in the area will deliver significant benefits. Concern over local residents not being able to live in the village due to people from outside the Kidlington area moving in.
Ora Sapir	KID-A-016	Disagree with reducing surface car parking which will adversely affect businesses and put further pressure on services and traffic. Would not support expansion into the Green Belt. Further building at Kidlington will impact on traffic and all services.
Mrs Barbara Seymour	KID-A-017	Inaccuracy: the airport no longer offers the commercial flights listed in the Masterplan. Mill End is protected by flood defences. There is very little amenity space within the village itself. Traffic through the village causing safety concerns particularly for cycling. Should incentivise non car use i.e. cheaper accommodation to those without cars. Too many cars in the village, with front gardens being used for car parking. However bus service is excellent. Want a height limit on buildings in the centre. Examples of poor design control in the village. 14.1: what is meant by 'put to better use'? Leave these places neutral. Need to reduce light pollution.
Clr David Betts	KID-A-018	Minor factual corrections. The reference to sites in the 2014 SHLAA within the Green belt should be deleted; these are strategic sites and have no place in a document which is not strategic. The Local Plan Inspector was specific that there should be no housing development in the Green Belt. The emphasis of the Masterplan should be on maximising the use of land within the settlement boundary. Want some control of conversions of a semi detached property into flats, leaving the other half unconverted which harms the street scene. Recreation - it is unsafe to ask all young users of open space to relocate to Stratfield Brake. Concern at the 'landscape appraisal' regarding the defensible Green Belt boundary. This is beyond the remit of the Masterplan.

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Representation Name/Organisation	ID	Issue
Richard Cutler, Bloombridge	KID-A-019	The Masterplan should take as its terms of reference both the context of Oxford's unmet needs and the needs of Kidlington and should not draw a false distinction between the two, which would lead to confusion and create an unreasonably short time horizon for the SPD. Kidlington is well placed to help with Oxford's needs and to benefit from a close alignment with the city. It has excellent sustainable accessibility to the city. Factual corrections detailed in representation and specific amendments suggested. There is an opportunity for a public open space on the northern side of Kidlington/country park. Should distinguish between the 'strategic' and 'local' aspects of the Green Belt. The eastern boundary of the Green Belt in this location could be rolled right back to the flood plain. Specific amendments proposed to the Vision Statement to reflect that Kidlington is unlikely to remain a 'village'; this constrains progress. Dismayed that the opportunities identified are only longer term. There are shorter term opportunities around Oxford Technology Park and The Moors that have no impact on the strategic component of the Green Belt. There is a case for housing within Kidlington e.g. at The Moors. The Masterplan should not be constrained by the Inspector's Report; this is not binding and modifications were made solely on the grounds of 'soundness' which is a narrow test and is not commensurate with the statutory duty to deliver sustainable development.
tmd Building Consultancy Ltd	KID-A-020	References to housing sites in the Green Belt should be deleted. These are strategic sites and have no place in a document which is not strategic. There is no need for the proposed 'landscape appraisal' as the village boundary is clearly defined at present and protected as Green Belt and the appraisal sounds like a Green Belt Review, which was found unnecessary by the Local Plan Inspector.
Nick Duval	KID-A-021	If a community area is needed in the north of the village then why did the Parish Council sell public land (the gravel pits) for development. The four recreation grounds in Kidlington should not be used for development as there is a vesting order in place on these areas with the Charity Commission for England and Wales. This lease will run until 2023. Do not agree that children should have to travel a mile to play sport as opposed to playing on recreation grounds near where they live. There are two businesses who lease/rent accommodation on the recreation fields, what consideration has been given to this/compensation etc.
Alex Duncan	KID-A-022	The village centre proposals amount to more of the same which misses an opportunity to create a real centre of gravity for Kidlington. Doubt the feasibility of proposals for making the main Oxford-Banbury thoroughfare people-friendly. The Masterplan puts pressure on the Green Belt by suggesting building on land at Water Eaton, the Moors and Stratfield Farm and the proposal for a review to create a defensible boundary. A Green Belt review was rejected by the Local Plan Inspector.
Historic England	KID-A-023	More could be said about listed buildings and Conservation Areas and protection of them. Enhancement of the public realm on Oxford Road, north of the junction with High Street, would enhance the setting of the historic buildings in this area. Reference to Historic England guidance. The Masterplan should refer to both Policies ESD 15 & 16. The Vision Statement should also address the environmental (natural and historic) future. Support the document's recognition of the historic village core and the Oxford Canal, and support the principle of public art on the Kidlington roundabout. A public realm scheme would enhance the gateway into Kidlington at Langford Lane/Oxford Road. Support for improved design. Historic England is not identified as delivery partner in the Action Plan but would be pleased to assist. Response to SEA Screening Statement: Historic England concur with the Council's opinions that there are unlikely to be any significant (historic) environmental affects arising from the Masterplan and therefore a full formal SEA is not required.
Rupert Page	KID-A-024	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
David Phipps	KID-A-025	There is a need to have a dedicated space to house information held by the Kidlington and District Historical Society which would confirm and preserve Kidlington's rapidly vanishing history. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Steven Daggitt	KID-A-026	Welcome the acknowledgement of Kidlington's historic core area and village character as well as landscape character surrounding the village. Kidlington now suffers from poorly designed buildings and layout. Any reduction in parking will only increase with future development and there should be no reduction. There are already problems for visitors to the medical centre who cannot find a space in the small medical centre car park and can no longer use the main car park at Exeter Hall. The proposal of an improved cycle route into Oxford, using the canal towpath is welcome. Sites for housing at Gosford, Stratfield Farm and North of the Moors should not be considered in the Masterplan as these are all in the Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt.

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Representation Name/Organisation	ID	Issue
Ms Tenley Soanes	KID-A-027	Important to retain village character and that Kidlington does not become a town. Concern at poor design standards in the village. A mix of housing is required including smaller homes with amenity space. Too many flats increases density, causes car issues and anti-social issues and changes to a more urban character. We need to retain safe outdoor green space for exercise, as accessible as possible and close to homes, in order to address obesity. The 30mph limit on the Oxford Road is regularly broken and needs enforcement or a 20mph limit should be introduced. Lorries should not be allowed to use it other than for access. Why are more jobs required? Provide jobs wherever there are currently few rather than here. Masterplan has been overtaken by events i.e. the Coop. Agree with the idea of joining the two parts of the village centre, by creating a walkway from the Coop across to Exeter Hall but if the Coop plan goes ahead this will not happen. Why is more retail space required, Kidlington has many empty shops and high streets are dying. Instead make some family houses there and keep families living in the centre rather than yet more flats.
Kelly Crozier	KID-A-028	Do not agree with relocating football grounds and parks to release land for housing. Play space also allows for social cohesion; loss of the land to housing will increase crime and disorder.
Kate Johnson	KID-A-029	Against the move of football club which will mean driving to access the facility and will cause upheaval for teams. Green spaces in the village are very well used.
Peter Merrill	KID-A-030	Object to relation of football teams and release of land for housing which will increase the need to drive and is unsafe for children to travel to on their own. Stratfield Brake pitches subject to flooding and conditions are worse for spectators (open and windy). Clubs have invested in current facilities which are enjoyed and cherished by players and families - social impact as well as loss of identity for individual clubs.
Kate Grebenik	KID-A-031	Welcome the acknowledgement of Kidlington's historic core area and village character as well as landscape character surrounding the village. Kidlington now suffers from poorly designed buildings and layout. Any reduction in parking will only increase with future development and there should be no reduction. There are already problems for visitors to the medical centre who cannot find a space in the small medical centre car park and can no longer use the main car park at Exeter Hall. The proposal of an improved cycle route into Oxford, using the canal towpath is welcome. Sites for housing at Gosford, Stratfield Farm and North of the Moors should not be considered in the Masterplan as these are all in the Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt.
Trevor Campbell	KID-A-032	Relocating football grounds will increase the need to drive/increase traffic. Taking away green spaces for informal recreation makes Kidlington a less desirable place to live. Having sports clubs in the heart of the village improves accessibility and visibility, removing them will urbanise the village. Clubs sharing spaces means individual club identity will be lost. The area at Stratfield Farm is long and narrow and I have concerns about the logistics of football so far from facilities.
Stephen Neale	KID-A-033	Relocating football grounds will increase the need to drive/increase traffic. Obesity figures are high, we need to encourage people to exercise and removing facilities will be detrimental to health. Access to Stratfield Farm would be unsafe for children on their own. Dog walkers will instead have to use the streets of Kidlington increasing dog fouling. Loss of informal play space which will not be replaced. The local teams will suffer. Stratfield Farm cannot offer enough playing space and parking space in addition to the existing cricket club, rugby club and running club. All of the football teams would lose their individual identities.
Anne Canning	KID-A-034	Concerns at knock on impacts of relocating recreation space on keeping children active and safe. Consultation concerns.
Gill Simmonds	KID-A-035	Dispersed facilities enable children to play at locations appropriate to their age and stage. Stratfield Brake pitches are exposed and unpleasant for spectating. Clubhouse is awkward layout. Limited parking so additional clubs being located there will make scheduling matches difficult. It will increase traffic around Stratfield Brake and adversely impact on local businesses that benefit from passing trade. There must be alternative options to consider rather than this valued and valuable community facility.
Alison Martin	KID-A-036	If football facilities are consolidated at Stratfield Brake this would increase car use. Parking facilities are limited. The recreation areas are well used for informal recreation. Knock on impacts of reducing opportunities for fresh air and exercise. Social cohesion from small local recreation spaces.
Norman Davies	KID-A-037	All open space is valued by villagers and have historically always been available for people to use.
Wendy Plowman	KID-A-038	Want green spaces kept.
Marcus Neale	KID-A-039	Removing easily accessible open space would be reprehensible. Facilities at Stratfield Brake are insufficient and liable to flood. Increase in use there is not a viable option.
Dr Ann Taylor	KID-A-040	Remove reference to development sites in the Green Belt (Section 8.5 and Appendix B). Government policy is to protect Green Belt.
Julian Antonen	KID-A-041	The football club and green spaces are a well used and accessible recreational asset, where will children play if they are built on.
Nina Eagle	KID-A-042	Object to building on playing fields. Loss of space for team as well as areas for young children to play and dogs to be walked. There is no school space or health care for more people.
Caroline Drake	KID-A-043	Open spaces are important for mental and physical well being and enhancing quality of life as well as providing areas for children to play. All areas of Kidlington are currently in easy walking distance of a green space. Football club fees are currently kept to a minimum by a fundraising shop and events there which would not be workable if the club relocated, meaning football becomes less accessible. Football is incredibly popular in Kidlington and this would decline if pitches were moved to a less accessible location.
Emily Murphy	KID-A-044	The provision of facilities at a club is important in terms of forming a bond with a team and forging competitiveness and this would be lost at a shared facility. Spectation of football will decline at Stratfield Brake as locals would be forced to drive and there would not be enough parking for them. Important to have local accessible recreation spaces for informal play for children, people to walk their dogs, or enjoy a peaceful walk.

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Tina Merry	KID-A-045	Clubs have worked hard to improve facilities at their current location. Moving to one consolidated location will mean children will need to be driven, losing their freedom. Community facilities offered at the Yarnton Road Football Club including venue for private functions which would be lost. Would lose informal recreation facilities for children and local opportunities for dog walking, particularly important for elderly residents. Kidlington has a high density of young people in the community and we should support facilities for them, open skate parks and renovate facilities etc rather than removing them. Kidlington has lost its rural feel through over development of flats.
Kathy Webb	KID-A-046	Kidlington is large and needs more community spaces within easy reach of residents offering informal recreation opportunities rather than consolidation. Travelling to Stratfield Brake is not easy or practical for everyone. Teams will lose their local identity if forced to play at one value. What infrastructure is planned to support the extra housing? More housing without schools and healthcare will be detrimental to our community life.
Hollie Lord	KID-A-047	If Kidlington expands then community feel will be lost and the crime rate will increase.
Ruth Smith	KID-A-048	Kidlington is not and should not be a tourist destination or a global destination. The airport has no commercial flights. Green infrastructure is what currently makes Kidlington a great village to live in. There is space for all children and adults to play and enjoy outdoor spaces. Even if football clubs are consolidated, green spaces need to be kept for informal recreation. The proposals would mean driving to Stratfield Brake, which is already overcrowded in the car park. There is a great sense of community with local clubs. The village centre needs more to keep people shopping locally and would be better with more of a Summertown feel with a more dynamic mix of retail. Traffic is a problem around the village. Speed limit should be reduced to 20mph through residential streets and by the schools. The road crossings should also be reviewed. The village needs to support older people, families and young people rather than commuters. The amount of applications for flats needs to be looked at. The village needs updating and improving for the good of the community. Concerns about the consultation.
Donna Connelly	KID-A-049	Football Clubs are not just formal clubs they are local community hubs and the spaces are meeting places, used for informal recreation and dog walking. Moving clubs to Stratfield Brake would increase the need to drive and not everyone will be able to do this; but children will not be able to walk along. The location at Stratfield Farm appears to be long and narrow meaning long walks for spectators to get cups of tea and hence damaging to fundraising efforts. Also the clubs provide private function hire, attendance at these functions would reduce if moved outside of walking distance. More housing is needed as there is nothing affordable for first time buyers in Kidlington. However housing near to the Canal will increase the price of the development.
Karen & Tony East	KID-A-050	Kidlington would become over built and suburban rather than a village. The loss of local spaces would increase the need to drive to access a central location. Children need to access the parks to play ball games as they cannot play in residential streets. Stratfield Brake is too far for children to walk/not safe. Kidlington has a perceived higher crime rate than recent years. Removing green areas and adding more housing and more people would make it worse. Kidlington needs smartening up and better shops (not charity or food outlets) rather than homes on green spaces. Kidlington is becoming a commuter suburb with lots of rental properties.
Clare Woodward	KID-A-051	Objection to loss of Yarnton Road park which provides local access for informal recreation
Mary-Ella Tuppenney	KID-A-052	Concern at loss of local parks & recreational facilities for children. Yarnton Road Football Club is used by the representative to teach classes so this would affect their work and income. Kidlington is becoming more like a town.
Lucy Smith	KID-A-053	Consultation concerns. Concerned for safety of children who would need to walk further to access green spaces. Children will instead hang around on the High Street. Benmead Park provides local facility for dog walking, particularly important for elderly residents. North Kidlington School uses the space for whole school events. How will all teams be able to play at Stratfield Brake, parking is difficult enough there now. We should instead be investing in playground development i.e. water parks to attract others to Kidlington.
Nita Middleton	KID-A-054	We value the facilities at Kidlington FC and their location within Kidlington
Gill Brain	KID-A-055	The loss of open spaces would affect the whole community. Many local people grew up with these facilities.
Maragret Boggs	KID-A-056	The proposals would remove recreation areas at a time of an obesity explosion. Surely we should be developing recreation areas. It is not feasible or safe for young people to travel from one end of Kidlington to the other for a game of kick around football. Sports is more than just belonging to a team. Green space is important for all ages and should be accessible to all, not just those able to walk from one end of the village to the other. Affordable housing for whom? Kidlington has become prohibitive for first time buyers.
Sarah Trinder	KID-A-057	There are many places and fields around Kidlington to build on, but taking children's parks and sports clubs is a disgrace. Stratfield Brake is right next to a dual carriage way and is hardly in Kidlington. Children couldn't walk or bike there. Suggest building housing behind The Moors.
Michael Tuppenney	KID-A-058	Proposal to develop on proposed areas is greed. These places are used for functions and social gatherings. There are plenty of fields in and around Kidlington. Yarnton Road and the estates around it are busy enough without adding to congestion.
Nickie Rogan	KID-A-059	Oppose making sport inaccessible at a time when childhood obesity is so high. Football grounds have been used by generations. As well as the loss to the local children's play areas, there would be impacts on the spaces used by people for other interests. Moving to one facility outside of the village is not achievable or safe.
Michael Tuppenney	KID-A-060	Stratfield Brake is out of the village and this means having to drive to it, and there are parking concerns. The land does not drain very well. This will stop young children from playing football. Local facilities have been used for many years.
Ginny Fellows	KID-A-061	Kidlington Youth Football Club has developed its own identity within Kidlington and this would be lost. Green spaces for children to play would be lost, and spaces for dog walking and other informal recreation. Where else will the children play? Kidlington Football Club at Yarnton Road is an integral part of Kidlington and families go to watch the games and support the local men's team.

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Katherine Simpson	KID-A-062	The Masterplan does not acknowledge how well used the parks are by people for informal recreation; they are extremely popular. There are many more football teams in Kidlington than mentioned in the report. Query the airport data. References (in Section 8.5 and Appendix B) to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary". Additional housing will add pressure on schools and congestion. Local schools do not have room to expand and already suffer from extremely heavy school run traffic. The suggested multistorey car parks are too close to housing. A survey is needed to investigate how car parking is used. Consideration should be given to other controls i.e. where shoppers reclaim their parking charge from local shops. The Football Clubs are so well supported because people can walk there. The different teams have strong identities that would be lost with consolidation. Stratfield Brake would increase car traffic. The pitches at Stratfield Farm are long and narrow, and pitches could be far away from facilities. If the facilities were to be run commercially, as suggested, the costs to the clubs could be far higher than at present.
Trevor Elford	KID-A-063	Full opposition to transferring all sport outside of the village.
Samantha Henwood	KID-A-064	Kidlington is losing its community. The proposals would increase car use and make roads unsafe for children to cross. Health care infrastructure is limited and schools are full. Objection to building on children's parks and football greens.
Mark Lowen	KID-A-065	Kidlington faces difficulties with transport outside of the village beyond Oxford, other bus transport is irregular and unreliable. Support for traffic calming and cycle routes along the Oxford Road; which would also benefit from street lighting. Bicester Road would also benefit from similar traffic calming measures. School run traffic at Edward Feild School is a concern. Providing housing on the recreation grounds is not appropriate; children need open spaces close to where they live. Children cannot walk further given the high level of traffic. In terms of the men's football club, this is linked to the social club in terms of funds and without this the trust would collapse. Local people do not use the facility at Stratfield Brake as it is. Stratfield Brake already costs a significant amount to the Parish Council and increasing its size will add to that expenditure. Providing additional housing in the village should not be to the detriment of our children. Infill housing is already being provided in the village. Other options are available include relocating the allotments. There are better ideas in terms of reconfiguring the Exeter Close complex which the Parish Council will present. Moving the Bowls Club would be expensive and take some time to re-establish. Future expansion of the village should not cross the Oxford Road. Instead the Post Office sorting depot and the fire service should move their headquarters to the perimeter of the village in the north, and instead the village centre could be expanded onto their substantial land. Proposals to reduce surface parking will not work in a rural community. Witney is an example of where free parking has supported a vibrant rural town centre.
Amanda Clarke	KID-A-066	Families and older people use open spaces for informal recreation. If it is not local, people will do this less often and become more isolated or rely on using a car which will cause more congestion and pollution. Amalgamation could reduce access to sport for youngsters. Parking at Stratfield Brake is difficult. Cycling is unsafe on such a busy road. It would also take some of the heart and interaction from local areas which local facilities provide. Kidlington is congested enough already. Building on open spaces will increase flood risk.
Nic Griffiths	KID-A-067	Young children walk to these facilities and they are used for a range of other activities. They would need driving out of the town and picking up again, this also applies to the supporters. Children will do less activity. We need more facilities for children not less. Why not look at sites at the edge of villages first. How will schools cope with the extra children, and where will they shop now that the Coop site is due for development? If the land is sold for housing then then proceeds should be left in the village.
Sarah Innes	KID-A-068	The proposals would mean an increased need to drive & find parking. Local green spaces provide opportunities for informal recreation. Value the Youth Football Club's identity, location and facilities. The area at Stratfield Farm is long and narrow and there are concerns about the logistics of football so far from facilities. The proposals will increase health problems especially obesity.
Samual Jack	KID-A-069	It would be sad to lose recreation grounds which have been around for years. If the plans go ahead then as the representor does not drive the children will not be able to take part in sports.
Lee Johnson	KID-A-070	The proposals would remove local opportunities for informal recreation, particularly important for children. Families that don't drive will miss out on team sports.
Eliza Charlton	KID-A-071	Playing fields provide much needed green spaces for children, essential for keeping them happy & healthy & with childhood obesity rising. At the moment it is easy for children to get to the parks but it is not easy to access Stratfield. In addition, so many new homes would have a disastrous effect on the infrastructure of Kidlington.
Elissa Clark	KID-A-072	Leave Kidlington parks alone.
Sarah Leach	KID-A-073	The green spaces are valuable to the community for sport and for general use. It is essential that the ability to walk to sports pitches is kept, this has benefits for players, parents and supporters in terms of health and money saving. There is no public transport stop near Stratfield Farm. The separate football brands of Kidlington are well respected. The proposed ground at Stratfield Farm is at risk of flooding, & there is not enough space for all teams to be a viable alternative. The current facilities at Kidlington FC, Yarnton Road are good and well managed. Money is being put back into the club and improving the facilities. Clubs are run for the good of the community. Children will be left with no activities, this will lead to even more obesity. Families will need to drive out of the village to access good parks, in turn having a knock on effect to the local trade. This will increase the local crime rate. Instead we should be improving facilities. Give more thought to what the local community actually wants. Agree that there is a need for affordable local housing for local people but this should not be to the detriment of the community. Instead look at building between the University building and the Airport. Consultation concerns.

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Kidlington Cricket Club	KID-A-074	The proposals would destroy the fabric of football within the village. Kidlington can pride itself that football has always been within the village for many years, it helps to provide community spirit and should be easily accessible for both spectators and in particular young players and potential young players. Kidlington Football Club has worked tirelessly to develop, improve and provide a great facility at Yarnton Road both on and off the field. When the Football Club was moved from where Exeter Hall now stands it was considered imperative that the club remained within the village. This presence is still vitally important.
Laura Foster	KID-A-075	The parks are funamental in the upbringing of local children giving them a communal areas for informal play without which they may become a nuisance to the local area, become more unhealthy and overweight and have far less social interaction. The parks are also used by dog walkers, joggers and parents with young children. Given the proposals to shut the local children's centres it is even more necessary to keep our communal areas available. Moving football clubs to Stratfield Brake would result in increased car use, coupled with additional housing would make traffic unbearable.
Lucy Holmes	KID-A-076	Oppose the plans. The parks in Kidlington are used everyday by young and old. The community does not support this.
Ken Groom	KID-A-077	Keep all the playing fields, children need exercise & putting them all in one place is no good.
Julia Haynes	KID-A-078	Value Kidlington Youth FCs identity. Moving to Stratfield Brake would mean always having to drive. Green spaces are used for a variety of purposes. Value the football club facilities and their location within Kidlington. The area at Stratfield Farm is long and narrow and there are concerns about the logistics of football so far from the facilities.
Hayley Harvey	KID-A-079	Say no the building on Kidlington parks
Louise Drury	KID-A-080	We all enjoy our parks and football club. Disapprove of the proposal.
Mrs Cris Blunston	KID-A-081	This is unreasonable; where will children be able to run free and play. Kidlington has too many flats which are of no use to normal working residents of Kidlington. More housing will put pressure on schools.
Mrs Amanda Pipkin	KID-A-082	Consultation concerns. The local parks and fields are a vital part of the community which enable us to allow children to explore their independence and play outside locally and otherwise for general recreation use. It would be impractical and dangerous for children the travel alone to the Stratfield Brake area. The area is long and narrow and has the potential to be very heavily used, resulting in increased congestion and difficult access. Potential management by a private company could mean the new facility is not accessible to all. CDC should instead improve the existing parks. Increased urbanisation of parkland would potentially increase flood risk. Housing - no new housing will actually be 'affordable'. Already concerns that there is too much infill in Kidlington/overdevelopment. There are no parking problems and a new multistorey would not enhance the look of the area. Bringing another large retailer to the area would not encourage people to visit smaller, local retailers. How will improving the village centre around the Oxford Road area help to bring the 'split' village together?
Liam Walker	KID-A-083	The proposals would remove community assets in the heart of the village. Further built development will impact on existing resources (doctors and school places). Instead housing should be built on disused industrial areas in Cherwell (plenty in Banbury)
Warren Jones	KID-A-084	Facilities at Evans Lane, Kidlington Football Club and Garden City are regularly used and although the facilities need upgrading they do not need relocating. Strong opposition from current residents.
Liam Robbins	KID-A-085	Consultation concerns. Opposition to building on parks and green belt land.
Simon Comley	KID-A-086	The plans will reduce the amount of land available for various sports clubs and areas for recreation. More homes would cause more congestion. If the plans go ahead it would stop children playing football contrary to Government promotion of activity and exercise for children.
Sue Castle	KID-A-087	Kidlington is a large village which needs sports fields for all ages. Moving facilities outside of the village to provide housing for outsiders is a disgrace.
Colin Briggs	KID-A-088	Object to the proposed Kidlington development.
Emma Briggs	KID-A-089	Object to the proposed Kidlington development.
Lorraine Goodgame	KID-A-090	Where will the children play if parks are built on. Children will become a public disturbance roaming the streets through no fault of their own. There will be an increase in childhood obesity and the lack of accessible play areas.
Natalie Brownsill	KID-A-091	The football pitches are well used and the green areas are also used for informal recreation. Travel to Stratfield would cost money/require access to a car. Kidlington junior football is an important part of the community. Moving to a smaller area that will have to be used by multiple teams will mean extra cars travelling to the new venue & require additional parking.
Laura Palmer	KID-A-092	The parks are well used by many. Residents in Kidlington do not support these plans. Public meeting required. We should be encouraging outdoor play for children.
Dr Jennifer McGillivray	KID-A-093	Green spaces within easy reach of people's homes means that kids can get out and exercise, which is important given the obesity epidemic. Homes do need building but not at the expense of a healthy lifestyle for local people, many of whom cannot afford gym memberships.
Chloe Rochford	KID-A-094	The plans are unfair to children and parents as there will be no parks left to play in and football players won't be able to train or play at their home matches. People will lose their jobs at Yarnton Road Football Club. All the money and hard work that has been put into making our football club better will be wasted.
Stephen Holden	KID-A-095	No support for building on parks
Russell Walker	KID-A-096	The village football pitches are very special places for all the children in Kidlington and are also used for informal recreation. Children need space to play close to their own homes. Not all parents have cars//the time to take children further afield to play.
Geoff Talboys	KID-A-097	Residents do not support building on green spaces. People would have to drive further if clubs are relocated. Many people have put lots of work into those spaces and lots of people enjoy them.
Rachel Wells	KID-A-098	Oppose the plans to build on parks. Evans Lane park is used on a regular basis.

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Andy Drury	KID-A-099	Benmead Road park is enjoyed by a number of residents young and old. North Kidlington School also uses the facility on a regular basis and they only have limited outside play areas themselves. Benmead Road is busy and has parking issues. Developing the park for residential use would only put more pressure on an already busy road, very close to a school. Relocation to Stratfield Brake would encourage further car use. Kidlington is in danger of overpopulation and becoming like an inner city.
Jen Drury	KID-A-100	Building on green areas means more houses, more cars, more problems. Traffic on Benmead Road is already horrendous. The playing field and nursery in the park provides pleasure for many groups of people. Is Kidlington a village or a town?
Sharon Yendle	KID-A-101	Kidlington should have held onto more of its historic character. The proposed Coop redevelopment is ugly. No to building on recreational areas. Kidlington should not become just a commuter town.
Amy Palmer	KID-A-102	Opposed to the plans to redevelop green spaces and childrens' parks which form an essential part of childrens' development and growth. The parks are within walking distance of homes and to develop on them would be detrimental to children.
Steve Bevis	KID-A-103	Grandchildren use the play facilities, if these are lost then travel outside of the village could be required. Opposed to the plans.
Alan Shatford	KID-A-104	No to the development plan for Kidlington
Alan, Susan & Laura Nottage	KID-A-105	Opposed to the building developments that affect the current recreation grounds in Kidlington. These areas of open space are essential for the village and its future generations.
Laura Doherty	KID-A-106	Object to the Kidlington Development Plan, in particular the proposal to replace park/leisure areas with housing
Bob Sherlock	KID-A-107	Garden City FC at Ron Groves Park is located in the vicinity of children who play for the club. Some children have no means to get to the proposed new location, and would instead probably take to the streets without aim. Youth football aids development as players and citizens. Government policy promotes exercise. The men's football club at Yarnton Road is being used more and more each week. If there were forced out of the village all the recent hard work and team success would have been in vain as access would be by car only for most users. The recreation land should be used only for sport.
Rachel Pittick	KID-A-108	Whilst new housing is needed it should not be built on recreation land. The parks and fields are used by families and adults, not just for football. In light of obesity it is important to keep recreation areas for children. Fields are also used for dog walking and people may not be in a position to walk up to Stratfield Brake. These plans will drive people away from Kidlington rather than to it. Who is going to walk nearly 1.5 miles to get to a field? What parks will there be to take children to?
Mark Pepper	KID-A-109	No to the development of our parks
Rachael Turner	KID-A-110	Object to building on parks. Existing parking problems will be exacerbated. Sports facilities should stay in the village and people should not have to travel too far.
Karl Fellows	KID-A-111	The green areas are used for childrens' recreation, taking away safe opportunities will increase the obesity problem and children will instead socialise around the High Street making the vulnerable feel unsafe. Stratfield Farm won't be big enough for all the villages football teams. Child welfare issues of mixing mens and kids football. Dog walkers use the parks - where will pets be exercised? Kidlington Youth team has its own unique identity which would be lost with so many clubs at the same venue. The current village centre is over crowded with the height of the buildings and adding more will make it unappealing. Road infrastructure cannot cope with additional traffic. Primary schools and doctors surgeries cannot cope. Spectators would no longer be able to walk to watch village football.
Louise Crone	KID-A-112	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Graham Nutt	KID-A-113	Too many teams would be crammed into one area which is unfair on them. Local green spaces are used for other purposes such as local scouts and guides and by families. Individual club identities will be lost.
Jane Rendle	KID-A-114	Consultation concerns. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Gary Johnson	KID-A-115	Recreation facilities are well used. Activities for children promotes their health and happiness especially in the light of obesity problems. Activities are run by volunteers; community cohesion. Kidlington FC have spent a lot of money on their facilities.
Clarissa Worth	KID-A-116	Children need activity space, Government encourages children to exercise. The proposals are shortsighted. The removal of local facilities will increase the need to drive to facilities. North Kidlington School also benefits from being able to use Benmead.
Helen Matthews	KID-A-117	Disagree with the plans to develop on and move the playground/parks
Jackie Tanney	KID-A-118	Leave football clubs and fields alone. Would lose the enjoyment gained by spectating sport.
B Willoughby	KID-A-119	Opposed to development on Kidlington's recreational parks and communal areas. These are an important part of the community and must be retained.
Tom Clark	KID-A-120	Opposition to the plans to build on green spaces, there are not enough parks in the village as it is. New housing will inevitably be marketed towards London commuters at extortionate prices instead of helping young people obtain housing.
Steve Taberner	KID-A-121	Object to the proposal to relocate and consolidate the sports facilities across Kidlington. There is already a lack of areas in Kidlington to play sports and this proposal will further reduce the options available.

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Tracey Giles	KID-A-122	Object to the proposals to lose green spaces. Children use the parks regularly and some people don't drive, also the spaces are used by the older generation to walk their dogs.
Yvonne Sinnott	KID-A-123	Objection to building on the parks and Yarnton Road Football Club. Much good has been achieved by these clubs. No one wants to go to Stratfield Brake. New housing should not replicate the poor design quality of recent builds.
Benedicte George	KID-A-124	The areas identified for developed are the last plots of greenery which break up the housing estates and provide recreation. The green spaces are well used for recreation. Any more housing on Yarnton Road will reduce water pressure which is already borderline. Parking will be a problem if activities are consolidated at Stratfield Brake; entering and exiting the Kidlington roundabout is already difficult.
Susan Simms	KID-A-125	Objection to building on open spaces and parks. The village cannot cope with every bit of green space being built on. Too much development (flats). There is insufficient infrastructure to sustain the amount of people the plans allow for. Whilst the train station will help people find work, it will not bring employers to Kidlington. Why not build housing on the land near Stratfield Brake.
Clare Cooper & Daniel Rand	KID-A-126	Objections to the plans. With the amount of housing proposed, where will the children go to school. Traffic concerns. Concern at loss of recreation spaces, children will not be able to travel alone to Stratfield Brake. Local green spaces are used for informal recreation. Kidlington Youth Football Club has a long history and the facilities at Yarnton Road are frequently used for private functions. Money could be better spent on improving the centre and retail offer. Should develop Exeter Hall to make it the heart of the village, more of a village hall that people could hire. Parks could also be improved like the splash park at Witney; a cafe on site would draw people from surrounding area.
David Hughes	KID-A-127	Object to proposals to build on the local sports and recreation areas. This would be a loss to the community.
Nick Tanney	KID-A-128	Building houses on the fields would mean children have nowhere for any outdoor activity. This is particularly important given obesity problems. It is well known that English football is becoming ruined because children do not have enough fields to play. There are already traffic problems in Kidlington. The Council is tasked with becoming more green, how will this help? Should listen to what the community wants. Instead of building on this land, the football clubs should be given more funding.
L J Brain	KID-A-129	Opposed to building on many if not all of Kidlington's playing and sports fields. Recreation fields are needed now more than ever due to the ever growing population of Kidlington.
Jane Hughes	KID-A-130	Objection to building on all sports and recreation fields.
Fiona Thomas	KID-A-131	Has a livery yard in Kidlington. There are problems accessing safe riding around the area, several accidents and a fatality in the area due to dangerous riding routes and heavy traffic. Cyclists would also value safer routes in and around the area. Development should take into account alternative forms of transport and leisure, existing rights of way should be upgraded and existing routes linked so that no one has to ride or cycle on a busy road to get to a safe route. It may be possible to look at the disused railway line linking Kidlington and Shipton through to Woodstock and on to Sansom's bridleway as a potential route.
Shoana Tanney	KID-A-132	Object to the proposed plans for Kidlington. The village should instead promote green outdoor areas for future generations to grow. We should invest in the areas we have and make Kidlington a proud 'green' village. The village centre should be improved, promoting growth rather than charity shops. Invest in children and families. Attract tourists.
Jenny Williams	KID-A-133	Building on parks is ridiculous, children need more to do not less. Plus the fields are used for dog walking. There must be other places to build houses and any housing build should be affordable
Martin Palmer	KID-A-134	Kidlington is a growing community and would benefit from improvements to the village centre and other amenities, but the overriding concern should be protecting Green Belt surrounding the village. Traffic in Kidlington is appalling without further development.
Paul Machin	KID-A-135	The parks have been a well used facility for many years for informal recreation and for sport as well as to use the club facilities. Games at Stratfield are not ideal due to the long walk for equipment between the pitches and parking, and from the pitches to the facilities. Alternative sites should be found for housing including land where Gosford All Blacks played or on Stratfield Farm.
Gerry Foley	KID-A-136	Amenity green space is important given childhood obesity, smaller housing being built, increase in traffic on the roads. Building an out of town sporting facility will not enhance people's lives.
David Platt	KID-A-137	The proposals for consolidation strips the identity from individual football clubs. It deprives local children and adults of open green space within the village for recreation. Traffic is already chronic and there are already parking problems. It will negatively impact on the successful business Kidlington FC have built up at the Yarnton Road site. Car parking at the proposed site is not adequate for the amount of attendees. Historically clubs forced to the extremities of villages & towns cease to exist because it is too much effort to attend matches/events. The lack of events at the existing Stratfield Brake function room shows that the location is wrong. The plans will have a disastrous impact on football & community.
Shelley Hopper	KID-A-138	Kidlington does not need more housing. Schools are already full. Already traffic issues. Having all sports teams playing from one ground would not work. Stratfield is not easily accessible and people would have to drive to matches. Local green spaces are used for dog walking. Yarnton Road FC is popular not just for football but for the community with lots of social occasions. Anti social problems will increase without recreation for children. However, Exeter Hall is a great development site. Kidlington needs a big park with cafe facilities. Consultation concerns.
Chris Simmonds	KID-A-139	The ability for children to walk to existing grounds was part of the reason for joining the Kidlington Girls Team club. The new location at Stratfield would require driving, adding to traffic and pollution. The club house is a second home. The Football Club should remain within the actual boundaries of the town, within walking distance. Why not build housing on the field you propose to move the club to?

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Alison & David Cook	KID-A-140	Objection. The recreational spaces are well located to enable residents to walk to them and to participate in activities and sports. The green spaces are well used for many purposes. Open spaces are important when adults and children are being encouraged to be more active. Stratfield Brake are not easily accessible and will require people driving to get there, spectators are less likely to travel this distance. Parking there is not sufficient. The football clubs create a sense of community. Development on green spaces will increase flood risk and would increase local traffic and on street parking. Large residential developments already approved will make the green spaces even more important. Green spaces are an important community resource; without them Kidlington will become a dormitory without a heart.
Joanne Buckle	KID-A-141	The parks need improvement not taking away. Bicester has had a revamp, why not Kidlington. The parks are so important to children who don't have access to gardens. Parks are used by local dog owners and by local schools. Teenagers already do not have much to do. It is important to promote healthy living and being active. Also concerned at loss to nature.
Darren Bray	KID-A-142	Parks in Kidlington are regularly used, particularly for training at Evans Lane
Gary Pearson	KID-A-143	Opposed to the plan to lose recreation facilities.
Kidlington Football Club	KID-A-144	Opposed to the plan to relocate the village football sites. History of similar projects including Thame FC suggests such decisions can limit and destroy successful sports facilities within local communities and destroy opportunities for local people. The proposals would destroy Kidlington FC & undo considerable effort. The proposal is unethical.
Phillip Parker	KID-A-145	The proposals for consolidation strips the identity from individual football clubs. It deprives local children and adults of open green space within the village for recreation. Traffic is already chronic and there are already parking problems. It will negatively impact on the successful business Kidlington FC have built up at the Yarnton Road site. Car parking at the proposed site is not adequate for the amount of attendees. Historically clubs forced to the extremities of villages & towns cease to exist because it is too much effort to attend matches/events. The lack of events at the existing Stratfield Brake function room shows that the location is wrong. The plans will have a disastrous impact on football & community.
Daniel Wise	KID-A-146	The road infrastructure at rush hour is already overrun. Where are children supposed to play. Moving the football such a distance will mean people have to drive, currently most people can walk. Kidlington village will be swamped with more housing. Local doctors services are already full.
Claire Bevis	KID-A-147	It is important to keep local parks and leisure facilities for the children of Kidlington village. Facilities are well used. Object to building on them.
Becky Considine	KID-A-148	Enjoys the freedom of being able to walk to green areas with the children. Recreation areas are important given the concerns about obesity, healthy living and tv/computer etc. Often spectate at football matches and meet up with local communities. Fearful of children growing up without a local park and turning to anti social behaviour. Areas are also used for community events and for local businesses (personal training etc) as well as for charitable events. Stratfield Brake requires car access, parking is insufficient/dangerous. It is not in the heart of the Kidlington community.
Giles Puleston	KID-A-149	Opposes the plans because the current green space is enjoyed and Stratfield Brake will not be sufficient to facilitate the same level of sport for a growing community.
Adrian Martin	KID-A-150	Where will children and adults enjoy outdoor space? There is already a shortage of pitches in Kidlington. Families walk to support games but they cannot walk to Stratfield. The areas are not only used for football; also used for dog walking and for local exercise for the elderly. Why not build more housing at Stratfield. The additional traffic generated would have direct access to the main road via the roundabout instead of bringing more traffic into the already congested areas. North Kidlington Primary School uses the park on dry days and for sports days and they use the woodland area for outdoor education.
Ms Simmonds	KID-A-151	Agree with the role of Kidlington as described in the Masterplan and the village character description. However, concerns about overdevelopment/backland development along The Moors. The Moors used as a rat run and it has inadequate parking. There is a shortfall in all weather sports pitches. The football clubs in Kidlington are very important. In the context of obesity concerns, it is important for young people to exercise. To have all teams in one area would create parking problems. To close or reduce recreation grounds not only affects sports teams but also dog walkers or parents who want children to play in a green space. It is important to promote sports and to keep spaces local to people's homes. Local green spaces promote independence in young people, parents would not be happy for them to travel further (safety concerns). Exeter Close would benefit from improvement. The children's centre should be helped more. There is not enough community facilities/provision for 2 year olds. It is important to provide support for families on lower incomes as there are areas of deprivation within Kidlington, such as the children's centre. Do not agree with the Masterplan's assessment that dispersed sports clubs is a weakness. Parking issues in residential areas are becoming more obvious following restrictions to the slip roads. Affordable housing shortages mean young people are pressured to move out of the area. There is no further need for housing that will be used to rent. The Build project is supported. In terms of 'revealing Kidlington's distinctive identity', there are many community groups etc that are very separate all working in their own way. Maybe some kind of group event would help Kidlington's identity? Parking - the use of parking areas should be monitored closely before other ideas are explored.
Les Deabill	KID-A-152	The plan would result in the football clubs losing their individual identities. There are no advantages of moving to Stratfield Brake. This would mean the death of three thriving football clubs within the village. There are other places that have tried moving out of town with disastrous consequences. Kidlington Football Club at Yarnton Road is thriving and is able to profit from their own bar. Facilities at Stratfield Brake are not well used for functions etc as they are too far out. Public condemnation for these plans is unanimous.

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Henry Brougham	KID-A-153	The Airport has a local role but do not exaggerate it. Inaccuracies in the detail of the description of village character and of green infrastructure, community facilities, movement/connectivity, the socio economic analysis & the Exeter Close section. The identified lack of facilities on the Canal should be qualified by noting the facilities nearby at Thrupp. It is too early to say that the pedestrianisation scheme has failed to deliver the anticipated benefits. The main issue in terms of community facilities is implementation - where will the funds come from? There is no capacity to support additional retail floorspace given the number of empty units and charity shops. Suggest widening the offer with an Aldi or Lidl on the Post Office/Fire Service site (or Audi) or a cinema. Conditions for pedestrians and cyclists would be improved best between Benmead Road and Yarnton Road junctions although this would reduce road capacity. Unless an increase in congestion in the centre is accepted, traffic will have to be rerouted via Langford Lane and the A44. Employment growth proposals will put pressure on the transport system, increase commuting, and there is already low unemployment in Kidlington. Poor access to housing/restrictive policies on housing supply will be exacerbated by employment growth and by the new railway station. There is already poor integration between employment and the village centre facilities. The proposed landscape appraisal should be dropped; a Green Belt Review is not currently proposed. Any multistorey car parking needs to follow best practice in terms of integration into the townscape. In terms of sports facilities, maintaining access to facilities and open space must be prioritised, particularly since housing density is rising. Object to a loss of open space for housing. The proposed public realm improvements will reduce highway capacity at the same time as economic growth will cause traffic to grow. Will traffic be rerouted via the A44? Support for improved pedestrian/cycle routes between Kidlington and the employment areas.
Kidlington Youth FC under 10s	KID-A-154	Opposition to the plans to build on recreational areas. Kidlington needs more recreational areas rather than less. Access for children will be even harder if the clubs relocate to Stratfield Brake. Children should be encouraged to use these areas and the areas should be improved.
Louise Clarke	KID-A-155	Children and adults need outside space. The Government encourages young people to get out of the house and exercise. Losing open space is not the only solution to housing needs.
Stuart Wilkinson	KID-A-156	Objection to the plans to develop on football pitches and moving the facilities to the more remote parts of town. These small pockets of green support local clubs and provide valuable and much needed recreational facilities for the youth of the town, within easy walking distance. They are obvious visible encouragements for children to be involved in activities. They also provide space for other uses including walks and provide a more enriching environment to live alongside. These small pockets could be used even more efficiently and productively, more could be made of these valuable assets. Extending Kidlington and providing a similar mix and density of housing is preferable to increasing the density of housing, losing valuable green spaces and diminishing the sense of cumminuty and well being. This is more in line with the Strategic Economic Plan of the Oxfordshire LEP and the associated Strategic Environmental and Economic Investment Plan.
Alexandra Carroll	KID-A-157	Opposition to the plan to build on parks including Ben Mead and Ron Groves. These parks are used daily by dog walkers and is accessible for small children/pushchairs. Ron Groves is home to junior football. The loss of these areas to housing will cause stress for all those who use the spaces.
Emma Forster	KID-A-158	Uses the local football pitches for football. Relocating them to the other end of Kidlington would raise safety concerns and parking problems particularly on tournaments. Stornly against the proposed plans.
Emma & Robin Wyatt	KID-A-159	Reducing the size of Ron Groves Park for housing is not meeting the needs of Garden City residents. Going elsewhere in Kidlington would require a car drive and this is not something that can be done on the way home. By reducing play space you encourage children to play on the street and with the level of traffic their safety could not be guaranteed. It is great having existing sporting clubs so near. Garden City is a community. There is not sufficient parking at Stratfield Brake. Parking already floods over onto the Garden City Estate roads. There is no play area at Stratfield Brake to occupy other children not playing football. The facilities at Strafield Brake are not superior to Ron Groves Park. The open spaces provide vital community amenities and the Masterplan document even acknowledges that there are not enough green spaces. Why is a reduction in childrens play space at Exeter Close proposed, particularly at a time of obesity problems and when houses are being built with smaller gardens. Children do not have as much room to play outdoors as previous generations. Ask the views of residents. Other areas should be used for housing i.e. near the train station going towards joining Oxford at Jordan Hill.
Simon Hedges	KID-A-160	Objection to the Masterplan. There are three big issues which will be exacerbated by the proposals: childhood obesity, traffic and infilling of open spaces in suburban areas. The parks at Evans Lane, Benmead Road and Maple Avenue are used extensively and ensure children get vital exercise and for dog walking. A reduction in the size of the parks means that activities will be squeezed onto a smaller area when they all need their own space. The spaces provide communities with a feeling of openness and space. People should not have to walk off into the countryside every time they need to walk or exercise. A village of such a large population should have access to 3 large parks of this size. Children unlikely to travel down to Stratfield Brake, resulting in less exercise being taken and leading to unhealthy lifestyles and antisocial behaviour, as well as encouraging car travel. Currently the individual clubs have their own identity. A new 4G pitch to share at Stratfield Brake would be a welcome addition. Joint facilities would need to be run on a commerial basis whereas currently the teams are self sufficient and run by volunteers. Stratfield Brake should still be improved but not at the expense of other facilities. Currently people don't need to drive to attend matches. The social club is well used and would suffer - people would be forced to drive and it would no longer be a convenient place to walk to for meeting up. Witney Town and Bicester Town football clubs died when pushed out to the edge of the areas they represented. It is not just football that needs to be considered, there is a lack of free tennis courts. Appreciate that there is housing pressure but this should not mean building on open spaces within the village. The village should instead expand outwards.

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Representation Name/Organisation	ID	Issue
Debbie Whitehead	KID-A-161	Objections to plans to develop on the parks and football pitches. Stratfield Farm is unsuitable. Young people currently have the opportunity to play club football from a young age through to adulthood within the village. The parks also provide spaces for informal healthy recreation. Young people will not so easily be able to get to Stratfield Farm and this will require parents to drive, adding to traffic problems. Concerned at loss of play space in a time of increasing obesity. Older people would also lose somewhere to walk to exercise their dogs and meet others. Kidlington would lose its community and a sense of belonging. Proposals are not in the interest of Kidlington residents.
Sarah Goodwin	KID-A-162	Opposed to the proposals in the masterplan as a Kidlington resident with children.
Nicola Holden	KID-A-163	Oppose the planned development. Each and every play area is well used for recreation and sport. To use Stratfield Brake would increase traffic and parking along narrow roads. It would also cause disruption and unsettlement for Kidlington residents. Using the parks for housing would create a higher need for parks. Kidlington needs its green spaces to allow sports, children and dog walkers to benefit from living in the area.
Michaela Stevens	KID-A-164	Kidlington Football Club is in the heart of the village and walkable for many attendees and players. The open space is ideal for walking dogs and the social club supports many other activities. Housing should be built further outside the village.
Mike Gradwell	KID-A-165	The existing small pockets of green areas in the village are ideally sites to support play and recreation to their surrounding housing. Any reduction in their areas or incorporation into one site will be hugely detrimental to the kids within those areas. There has been increasing interest in football and children can make their own way to the grounds which would not happen if the club was moved to the fringe of the village to the detriment of the club's identity and the number of players. A lot of committee/volunteer work has been put into Kidlington Mens Football Club which has been self supporting and the club has flourished. Profits from club events and football supports the club, as the club is located within the community and within easy walking distance any move to a new site would have a negative impact on income. The village is large enough as it is, the green islands are the last safe areas for kids to play close to home.
Martin Baker	KID-A-166	There is already enough housing in the village in terms of what the village amenities can sustain. Losing 3 football pitches will take away the identities of the clubs. The Yarnton Road Social Club has become a focus for all village events, which Stratfield Brake has failed to do. Where will children be able to play in walking distance of their homes. The proposals will increase traffic and parking problems.
Mrs Theresa Salcombe	KID-A-167	Do not want any building on parks or recreation grounds, the village is currently family friendly.
Gosford Hill School Governors	KID-A-168	Consultation concerns. The proposals will potentially have a big impact on the school. Would like to register an interest in the preparation of the document.
Jon Waite, Kemp & Kemp - Manor Oak Homes	KID-A-169	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites on the edge of Kidlington. Urban extensions are sustainable also - the Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Nicholas East	KID-A-170	Objection to the plans to build on land of the football clubs. The clubs are the heartbeat for residents of the village and there has been substantial work undertaken by many people to build a football club we can be proud of.
Katherine Thomas	KID-A-171	Consultation concerns. Concerns at references to Green Belt sites which indicates a wider intention to redefine Green Belt boundaries. Alternative solutions must be found/alternative options explored first. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Keith Stratford	KID-A-172	Oppose the idea to relocate the current recreation areas/clubs to Stratfield Farm. This would negatively impact a range of residents - dog walkers, children playing within walking distance of their home or more organised use by various teams for sports. Once green spaces are developed they are lost for future generations and this would not improve Kidlington. Relocation would force people to drive to training and matches. The green spaces are maintained and kept in good order by the football clubs for use by all, with little cost to CDC. Individual clubs would lose their identity. Children would no longer be able to play regular organised football within their village. Currently splitting the Kidlington Youth club over 3 sites allows the club to run training and events for specific age groups in a safe location i.e. 5 year olds. The logistics at Stratfield Brake make volunteer work more difficult - a long walk carrying heavy equipment from storage & facilities to the pitches, meaning vital fundraising revenue from food & drink would be lost. Don't underestimate the social impact on children of taking part in organised sports/clubs with a clear identity. Agree that the lack of a good quality winter training facility within the village is an issue; a 4G facility would be an asset to the village.
Helen Huggins	KID-A-173	Green spaces have been in Kidlington for a long period of time. Where would the children play if village green space are lost. The facilities for children to play sport & exercise locally would be lost. Relocation to Stratfield Brake would increase traffic & the site could not accommodate the volume of football & rugby that is played.

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Simon Dickens	KID-A-174	Far too little green areas left in Kidlington. Loss of facilities for children. It is important for parts of the village to have their own local children's football sides and for them to be close at hand. Loss of individual club identity if all clubs were to move to one place. Kidlington FC at Yarnton Road is not just a football club but a hub for the community with a thriving social club, which is a thriving business. Well supported by the local community & a move away from a central village location would destroy this. The proposed move would increase car traffic and create car parking issue. Moving the club to a remote site, which was done at Witney, would be its death knell. The proposed housing for these areas is too dense and there would be parking and congestion concerns. New housing should be built on the outskirts rather than infilling.
Rita Aust	KID-A-175	Children need local spaces for play. They will require transport by car to access open space at one end of the villages. The open spaces have been around since the 40s/50s and are more important than ever in supporting a thriving community for the future.
Margaret Middleditch	KID-A-176	To move all activities i.e. football to one concentrated area will cause problems for those that use them especially parents with children. Not every family has a car. Will the proposed houses be affordable? Houses currently being built in Kidlington are for higher earners. Building on open spaces in the village will make the village more crowded than ever. Poor design quality in the village i.e. the village centre & proposals for Sterling Approach.
Jackie Palmer	KID-A-177	Objection to building on Kidlington recreation grounds now or in the future.
Alan Lodwick	KID-A-178	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary". The Masterplan needs more content on: its status; its coverage (i.e. Begbroke and Yarnton?); showing the Green Belt area as shaded on the plans rather than with a line boundary; continued protection of the Green Belt; the network of footpaths around The Moors; more detailed guidance on design of development in the village centre including reference to the mid 90s Roger Evans document on urban design. Less reference on ribbon development in Kidlington which has largely been overtaken by events (i.e. development). The eastern edge of the village is actually well defined. Whilst the village's assets are gidden this is not a weakness - they are known by people living within the village. No need to make them more evident - it is part of their appeal that they are 'hidden' so people can discover them for themselves. It is important that the town centre is supported and loss of parking is probably the biggest threat to this & recent development has been of poor quality. Homes near the canal do have more access to the canal than it would appear.
Alan Lodwick	KID-A-178	Redevelopment of Exeter Close is not justified; the buildings require maintenance. Oxford Road will always be busy, potential to reduce dominance of traffic is limited. Disagree with expanding the village centre - instead, improvements should focus on the existing centre. Further retail space not needed given changes to the nature of retailing. Detailed comments on connectivity including agreement that the canal towpath could be improved. Concern at the amount of planned employment development in the vicinity given low unemployment in the area which the document should mention. Any more employment development is unnecessary. The document should also mention weaknesses with the SHMA. Consultation concerns. Agree with making the best use of previously developed land but not building on recreation sites, Green Belt, or car parks. No need to create new shared pedestrian/cycle paths between Sainsburys & Bicester Road. This would remove some green verges, which with the mature trees are an attractive feature. Kidlington roundabout's 3 poplar trees are truly distinctive. Concern at the quality of the document - A3 format, too long, unwieldy, confused. Lacking a summary. Most of the proposals are for future work and it lacks a firm plan for the village centre.
David Hannaford	KID-A-179	Main concerns with the Masterplan are: Kidlington does not need to expand. All car parking should remain and be free. Football pitches should remain as they are. There is not mention of social housing. Kidlington has nothing to offer visitors who come to the area mainly for Oxford, Blenheim and the Cotswolds. Unable to find consultation form online.
Canal & River Trust	KID-A-180	Unable to find consultation form online. No comments at this stage; continue to consult with the Canal & River Trust in future.
Oxfordshire Football Association	KID-A-181	Detailed comments on the accuracy of the green infrastructure section. The description of football clubs doesn't fully reflect the size and strength of the game in the town (with at least 1,000 players participating in the game each week). Cherwell's Playing Pitch Strategy is out of date and its recommendations should be reviewed before accurate decisions about future provision can be made. It is imperative that the FA, Football Foundation and local clubs are fully consulted given that a number of the sites identified for development (including Exeter Close) have had Football Foundation funding and are subject to a 21 year funding agreement for the continued provision of football. Any loss would need to be re-provided on a like for like or better basis as well as the development of additional facilities to meet future need. With Kidlington FC's progression up the football pyramid any relocation of their existing facility would need to comply with FA ground grading criteria for that level.

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John Wainwright	KID-A-182	Disagree with the description of Kidlington performing a 'global' role and to describe (2.5.3) airport as part of village character. Pressures for development in the Green Belt must be resisted. The Green Belt shelters protected habitats and species around Kidlington including badger and (pond near Thornbury House) great crested newt. Village centre - a large food retail store should remain to provide choice apart from Tesco. Vital for a pedestrian way to be retained between Sterling Road and the important village facilities on Oxford Road. Currently there is a hazardous situation at the Tesco corner and the siting of bus stops - bus stops should be located - and a lack of a footpath on the Tesco side. Detailed comments on movement & connectivity including querying airport data. SHMA findings are questionable. Green Belt sites mentioned are major strategic sites and not relevant in a document that is not supposed to be strategic. Green Belt should be immune to even small scale review or rural exception sites. Pressure to develop should be resisted if it means losing Kidlington's countryside of the invaluable Kidlington Gap from Oxford. The character of The Moors, one of the most attractive roads in Kidlington, would be destroyed by the volume of traffic generated by any development of the fields behind it. High quality landscape character in this area. Residential Benmead Road would also become a major traffic thoroughfare connecting The Moors to Banbury Road. The land surrounding the River Cherwell & Oxford Canal is also Flood Zone 3. Consultation concerns. Disagree that Kidlington's assets being hidden at the edge of a village is a weakness - this is a strength. Kidlington's weekly market enhance the village claim. Any landscape appraisal to define village boundaries is unnecessary given the Local Plan Inspector's conclusions. Agree that Exeter Close is ripe for redevelopment. There should be a more realistic allocation of parking to the Health Centre (an increase in parking) and less for Exeter Hall which is invariably half empty. Query what would be implied by rural exception sites which could be the thin end of the wedge.
The Children's House Montessori Nursery	KID-A-183	The Children's House Montessori Nursery is located at the Park Hill site, renting the building from Kidlington Recreational Trust. The Nursery has been open in Kidlington for 20 years, has an Outstanding OFSTED rating and has educated over 1000 children, being an invaluable local amenity for families in offering free education. Concerned at the proposal to move or disrupt the facility that they operate from.
Maureen Morris	KID-A-184	Object to the proposals for all football provision to go to Stratfield Brake.
Rosalie and Nigel Simpson	KID-A-185	Consultation concerns. Why is so much more housing required - proposals between North Oxford and Kidlington and now infill as well. Leisure spaces within villages will be increasingly important as more housing is built considering the density of the proposed housing. Relocating football pitches to Stratfield Brake will increase car travel, and if you travel by car you have to travel to length of Frieze Way and back to get in. A lot of pitches will be required. There is a long walk from the pitches to the car park. Park Hill may have no facilities now but it has done in the past. Concerns about proposals for multi storey car parking - what are these, how high, more detail needed. Kidlington does have public transport, if other villages had better transport provision then the demand for houses in Kidlington might lessen. Does Kidlington have an optimum size, what are the limits? Agree with changing the layout of the roads to provide pedestrian/cycle ways to reduce accidents. The Sainsburys car park exit should be amended to allow for a left exit to reduce traffic on the roundabout. Exit from Sainsburys needs to be made safer.
Betty Agha	KID-A-186	Concern at the negative impact on health of building on open spaces and impact on children. Schools are already full in Kidlington, more facilities are required to support any new housing. Lots of flats have been built recently in Kidlington, where will the children go if we have no parks?
Dr Robert McGurrin	KID-A-187	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary".
Chris Gomm	KID-A-188	Opposed to moving all footballing activities outside of the village - this will not improve sport and leisure for locals and will require more car travel. It would not support the Village Centre. Why not build housing at Stratfield Brake and leave parks as they are. Play areas/parks should instead be improved.
Jeremy Turner	KID-A-189	Opposed to moving football clubs/recreation areas. This will deprive local children and adults open space to play, forcing children to play in the streets which is unsafe, and create antisocial behaviour. It will increase traffic by making people travel to an out of town site. The different football clubs will lose their individual identity; history will be lost. Children will choose other pastimes due to having to travel to play sport or with not so many teams available to play their sport. Kidlington Football Club play to a high standard, recently promoted, funding to achieve this has been generated through bar and function room sales. Club is at the heart of the village and a hub for the community which cannot be replicated at a premises on the outskirts of town. It will lose revenue & fall fown the football pyramid & ultimately out of existence. The football club's promotion garnered publicity & interest in Kidlington village.
Kidlington Community Football Club	KID-A-190	Concern that the business supporting Kidlington Football Club would fail in the event of relocation to outside of the village. Forcing the junior clubs to merge would result in a loss of players, management and coaching. Loss of identity for the Youth Clubs. Concern at the distances children would need to travel to participate. No plans for a ground layout of any consultation. Youth Clubs rely on shops to earn much needed funds which is not possible at remote grounds. Kidlingto Old Boys club at Exeter Close are concerned at a loss of identity if they become part of a super club, they have been at the site since 2009. Garden City FC is overcrowded and can no longer develop. Training facilities at Gosford and poor and overpriced. Clubs do not understand how any new venture would be run or managed. Currently (with the exception of Old Boys) the clubs rent/lease from Recreational Trust at £2k per annum - good value. Outsourcing management to a profit making company is not acceptable.
Kim & Vince Sharp, Janice & Frank Giles	KID-A-191	Concern at loss of recreation facilities and community facilities - club used for private functions & for people to socialise as a community as well as for recreation.

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Lisa Johnson & Family	KID-A-192	Use the recreation areas on a regular basis. They are the hubs of the community, walkable for all. Moving to Stratfield Brake would mean residents have to drive. Kidlington Football Club at Yarnton Road is used for many activities and parties, again walkable for all. There would be a loss of community spirit.
Liz Benhamou	KID-A-193	Open spaces are a community resource that should not be lost, they cannot be recovered. Spaces are used for many purposes, sport and informal recreation. Huge benefit to children of exercise in terms of supporting a child's natural development and in combating obesity. Public open spaces are important with more flats being built without fardens. The location of the three football grounds are like the 'lungs' of Kidlington in what is otherwise a suburban place to live. All the village are within easy reach of one of them.
Vinny Murphy	KID-A-194	The recreation grounds are managed for the residents by a Charitable Trust at no cost to the residents, the Kidlington Recreation Trust being in partnership with Kidlington Youth FC, Garden City FC and Kidlington FC. Stratfield Farm would be managed by a profit making organisation, driving cost to play upwards. Clubs would not control membership costs. Objection to the proposals to move to Stratfield Brake. Football Clubs within the village will lose their identity especially the youth clubs KYFC and Garden City. Current facilities are within walking distance of the youths who participate. Land at Stratfield Farm is insufficient in area to provide the necessary facilities for all the clubs. There has been no defined plan for growth within the clubs. Stratfield Brake Clubhouse is seldom used during the week and at what cost to the taxpayer? Whereas Kidlington FC within the village has provided a success. Do not forget the years of hard work by volunteers to raise funds for clubhouses and improve facilities, they deserve to have their clubs remain the village. The proposal has no consideration for any dog owners in the village. The proposals to redevelop Exeter Close are another negative step reducing the grass sporting facilities of the village. Further consultation required on Exeter Close via Landlord or the Charity Commission.
Ivor Davies	KID-A-195	Village Character - the areas of Thrupp and Jolly Boatman, and areas of woods and footpaths north of The Moors are perceived as features of the village and amenities related to the village, and contribute to village character and views looking down on The Moors are visually pleasing. Concern at lack of affordability of housing in Kidlington, Kidlington will turn into an area with disproportionate numbers of old people of non-owner occupiers. If housing supply is scarce the demographic character of the village will change. To maintain the broad demographic a growth in housing is required to increase affordability.
Ian Sykes	KID-A-196	Advocates support for football in Kidlington.
Cecile Hague	KID-A-197	Moving all sports facilities to Stratfield Brake is a bad idea. Purpose built sports facilities away from the community and feel unfriendly, car travel is required to access. Currently Evans Lane is a pleasant place to play football, with a playground and people walking through the park. Parks need protecting as much as Green Belt, parents and children need to be able to walk through the local park like now. Exeter Hall Park can be changed as proposed, and a new, good playground could be built there like in Yarnton or Islip with no football played there. Land used for commercial development should be equal to land used for housing, we can't just increase one and not the other. Don't oppose Green Belt building, because more affordable housing and more housing is required. Infrastructure should be improved at the same time.
Robbie Jacques	KID-A-198	Have used the facilities for many years growing up for formal sport and informal recreation. There is a Government drive to increase sport participation in young people, and proposals to remove local playing fields and parks from the community and move sports facilities outside of the village which increase costs of travel will only decrease participation. Kidlington prides itself on sports, proven through the amount of clubs and sports activity in the area.
Laura L Salinas	KID-A-199	Essential to remember that the Green Belt is home to various protected habitats and species (badger setts at field north of The Moors, great crested newts at the pond near the Benmead Road entrance to the fields). Query over the airport data. SHMA findings are questionable. Green Belt sites mentioned are major strategic sites and not relevant in a document that is not supposed to be strategic. Green Belt should be immune to even small scale review or rural exception sites. Pressure to develop should be resisted if it means losing Kidlington's countryside of the invaluable Kidlington Gap from Oxford. The character of The Moors, one of the most attractive roads in Kidlington, would be destroyed by the volume of traffic generated by any development of the fields behind it. High quality landscape character in this area. Residential Benmead Road would also become a major traffic thoroughfare connecting The Moors to Banbury Road. The land surrounding the River Cherwell & Oxford Canal is also Flood Zone 3. Consultation concerns. Disagree that Kidlington's assets being hidden at the edge of a village is a weakness - this is a strength. Kidlington's weekly market enhance the village claim. Any landscape appraisal to define village boundaries is unnecessary given the Local Plan Inspector's conclusions. Village centre - currently there is a hazardous situation at the Tesco corner and the siting of bus stops - bus stops should be located - and a lack of a footpath on the Tesco side. Agree that Exeter Close is ripe for redevelopment. There should be a more realistic allocation of parking to the Health Centre (an increase in parking) and less for Exeter Hall which is invariably half empty. Query what would be implied by rural exception sites which could be the thin end of the wedge.

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Representation Name/Organisation	ID	Issue
Sophie van Houtryve	KID-A-200	Agree with context and village character, Kidlington plays an increasing role as Oxford rental prices force people to move further out of the city. The lack of play facilities in Kidlington is a concern compared to other urban areas of the district. Play space needed for older children including facilities for skateboarders/scooters. More is needed to develop an evening economy in Kidlington i.e. a wine cafe would attract people who drive to Summertown for this. The need for school places has been underestimated. Further traffic calming/speed restrictions are needed especially close to parks and schools. Parking needs decriminalising including better monitoring of illegal parking by wardens particularly given the increased use of street parking by commuters. The socio economic analysis for North Kidlington ward is skewed by the number of very wealthy residents in St Marys ward. If more employment development takes place this will increase housing need and will increase commuting, increasing strain on transport infrastructure. Housing needs should be met before employment. Mixed development should be allowed at Langford Lane rather than just employment. Local businesses and the technology parks should communicate more. Concern at the pressure that piecemeal development places on infrastructure. Concern at rental prices. Current green spaces should be kept as they are - distributed through the village. Combining in one area to the south of the village would disadvantage particular groups. There is a shortage of greenspaces and facilities. Exeter Close proposals are agreed with, provided the amenity space can be recovered. It would be an ideal location for a wheeled park (skateboarders etc) with suitable noise barriers. Kidlington FC is a good facility, and, given their promotion, likely to become more important to the village. Concern that a Park & Ride on Langford Lane would lead to an increase in traffic in the village as people may come from the A34.
Heidi Lancaster	KID-A-201	Stratfield Brake is not an ideal location for football pitches because the ground gets very waterlogged. Kidlington FC has just spend money on upgrading their ground - a waste if they are forced to move. Putting housing overlooking the parks may be incompatible with their use for recreation. The grassed areas in Chorefields are already used as play spaces. Any play areas that are moved should have at least as many facilities as at present, with space around the equipment. Moving the football pitch from Exeter Park should not automatically mean the land should be used for housing. Better public transport links to the site could cut down on the number of cars visiting it. There are not currently any bus stops close to the Health Centre.
Richard Hague	KID-A-202	Cycle lanes around Kidlington need improving, linking to major business hubs including to Oxford/railway station, to Langford Lane & to Begbroke Science Park. Any infilling proposals should be carefully considered. i.e. there are more and more houses along The Moors but no recent investment in infrastructure leading to traffic issues. One of the plus points to Kidlington is the number of green spaces. It is wrong to decrease park sizes as they are a valuable community resource. Proposals to move football clubs needs consultation with the clubs. The distance to Stratfield Farm from north Kidlington would deter people taking part, individual club identity would be lost. There are no complementary facilities i.e. at Evans Lane siblings can play in a playground whilst other siblings are playing sport.
Kidlington Old Boys FC	KID-A-203	Do not agree with the majority of the opportunities outlined for community facilities. Building on already limited green space in the village cannot be undone. Further consultation needed to take into account the needs of each sports club. Kidlington Old Boys FC are concerned about a loss of identity. It needs to play to certain standards to keep its level of the national pyramid. The club currently hosts fixtures at Exeter Close, close to the centre of the village, easy for people to access and to support local premises after games. Locating the club outside the village would stop people from walking to watch. Do not agree with the design principles for Exeter Close if it would mean that KOBFC lose their home.
Victoria Campbell	KID-A-204	Since St Marys Church is the village's most identifiable landmark (section 2.5.3) any development at Orchard Park Recreation Ground should be avoided as this would impact on the view. Village centre - an increased retail offer in the High Street would benefit the local community and attract visitors. Schools - the 'temporary' classrooms at West Kidlington Primary School are unfit for purpose. Concern at the number of proposals for conversion of houses to flats and the need to retain family dwellings in the village. References to housing development at the Green Belt sites should be removed as this is a non strategic document. The boundary of the village is currently very clearly defined and protected as Green Belt and there is no need for the proposed landscape appraisal. Concern at proposals for Exeter Close as being suitable for residential development - a better site would be the Fire Station/sorting office which could potentially be relocated. Use of the site should be restricted to health care, children's services and other community uses. Housing would have a detrimental impact on Crown Road in the Conservation Area particularly 3 storey housing. Disagree with the creation of a 'sporting hub' at Stratfield Farm. Stratfield Brake is a difficult site to access & the pitch is often unusable & boggy at times. Local clubs would lose individual identity. Enjoy being able to walk children to their local club, relocation would mean an increase in traffic. Disagree with the proposal to build homes on recreational land. Kidlington lacks a high quality play area for children (e.g. at Islip) - Exeter Close could instead become a 'flagship' park for Kidlington.
Susan & Anthony Bennell	KID-A-205	Opposed to building on parks and sporting facilities in Kidlington.

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Representation Name/Organisation	ID	Issue
Andrew Hornsby-Smith	KID-A-206	Masterplan should do more to support the High Street i.e. it should include a design guide rather than leaving this for a future action plan. Lack of a focus on delivery. Seems to cover existing policy and then proposes a second masterplan. Consultation concerns. High Street has suffered decades of neglect and non-Green Belt land at Langford Lane has not been used appropriately (i.e. low density motor park). Detailed comments on village character. Fencing on the west of the canal by the business park is in disrepair which detracts from the otherwise rural walk. Not true that the north west boundary of the village is strongly defined by the canal. Disagree that Kidlington is well served by green infrastructure. A number of inaccuracies in Section 4 community facilities and village centre, and throughout the document, detailed in the rep although there are some good ideas. Support the reuse of parking land for mixed or residential use, decked parking may be an unfortunate compromise. The retail evidence is flawed and contradicted. Education projections are flawed. Should investigate the potential for a Lyne Road rail station to be a rail hub for the Langford Lane employment area. The Masterplan should endorse the Local Transport Plan more definitely in terms of Park & Ride proposals. A direct cycleway along the A4260 through to Peartree from Kidlington roundabout should be safeguarded. Employment development at/around Kidlington is assumed to be desirable but it is not tied to housing land allocations - instead, the housing is located at Bicester which impacts on traffic. Employment development generates benefits in Kidlington but not for Kidlington necessarily. With no fixed housing allocations, housing need generated by the employment development will not be met in Kidlington. Lack of quality housing data specific to Kidlington and full assessment of full range of housing need (not just affordable housing). Agree with the idea of expanding Stratfield Brake, but not relocating local activities there. Support the redevelopment of Exeter Close including limited new housing.
Ben Capel	KID-A-207	Do not agree with building on playing fields, important spaces and children and for dog walking. There is enough land around Kidlington to build on.
Lynn Middleton	KID-A-208	Disappointed with the proposals for loss of playing fields and sports grounds particularly in light of the obesity problem, and children not being able to experience the great outdoors. Taking away these facilities will deprive future generations of a basic human right.
Julia Trowles	KID-A-209	Agree with description of village character but not on the role of the airport. Where is the evidence of high unemployment that necessitates the need for growth? Growth will only be necessary if there is more housing. The reference to housing on the 3 Green Belt sites should be removed. They are strategic sites protected by Green Belt and this is a non strategic document. The boundary of the village is clearly defined by the Green Belt and the proposed landscape appraisal is unnecessary. Suggestions made in the rep to support/reveal Kidlington's identity. Do not agree with sports facilities consolidation at Stratfield Brake. Stratfield Brake is remote and would promote the heavier use of cars. Housing for the elderly should be developed in the centre of the village near facilities and public transport. High end housing in the centre attracts further car movements and parking issues.
Mrs Natalie Sowden	KID-A-210	Consultation concerns. Further consultation required. Masterplan is full of inaccuracies and it is outdated (Audi garage references). Consolidating the sports pitches would have wider impacts such as potential loss of wildlife habitats, increasing flood risk, and generating traffic and parking issues. The distance to Stratfield will be unsafe for some people to travel, leading to a lack of activity and impacts on the NHS, going against Council policies around living and eating well. The proposals will not help to retain the existing population nor attract more families to the area.
Kemp & Kemp - Sheenan Group of Companies	KID-A-211	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites on the edge of Kidlington. Urban extensions are sustainable also. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Highways England	KID-A-212	No comment on the Masterplan

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Representation Name/Organisation	ID	Issue
Elizabeth Willis	KID-A-213	Cycling must be encouraged, it must be made safer or acceptable for cyclists to share spaces with pedestrians. Having to dismount is an inconvenience but not to do so is dangerous. Support for improved east-west routes. Special attention should be paid to the needs of school children to be able to cycle safely. Do not support the proposals to relocate & consolidate sports facilities. They should be in walking distance of people's homes rather than at Stratfield Brake which will require car travel. There should be more and better community space and play parks, not fewer, such as at Briar Close. E.g. facilities in Thame or number compared to population in Banbury and Bicester.
Alan Sowden	KID-A-214	Consultation concerns (timescale). The green infrastructure section should acknowledge the importance of allotment spaces and recreational areas in providing for wildlife habitats and species. Concern at level of traffic particularly in rush hour. How can car parking reductions be maintained with an increased population? The commercial value of green spaces if used for development is only a short term factor. The village centre would benefit from diversification of shopping and evening entertainment. It is important not to deprive the village centre of trade though there are opportunities for retail/food outlets with the volume of businesses to the north of Kidlington. Opposed to the redevelopment of the Coop. Seek further evidence on car park 'misuse'. The bus stops outside Tesco in the village centre cause dangerous traffic issues due to the car park entrance/exit. It does not serve the community to remove green space and recreational areas to an out of town facility. Updating of facilities may be beneficial but not removal or relocation to areas less useful/accessible. It is a strength of Kidlington that there are areas for children to play sports and for people of all ages. Taking away such spaces would impact negatively on the obesity crisis. Green spaces are to the benefit of wildlife, children, dog owners, and general populace. Concerned that new development is likely to be flats with insufficient allocated parking rather than good quality housing. Improvements to public realm should be considered though cycle paths should not be on the pavement, this is dangerous. Why not build housing at Stratfield Brake. Further housing on open areas within the village will increase flood risk/surface water run off.
Kemp & Kemp -W Lucy & Co Ltd	KID-A-215	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites. Urban extensions are sustainable also. Employment growth should be supported by housing growth. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Helen & Simon Short	KID-A-216	Object to the Masterplan's negative impact on Kidlington Youth Football Club Evans Lane site and Kidlington FC's Yarnton Road stadium. Evans Lane is a focal point, a central location. Open space and sport facilities are important in tackling obesity. The green spaces are currently spread throughout the village which makes access for all people possible. Stratfield Brake is an out of village location and is not a suitable solution.
Paul Blake	KID-A-217	Concern at loss of recreation spaces within the village. Due to the size of Kidlington it is essential that open recreational areas are within easy reach of all part of the village. The current trend of conversion of houses into flats results in less external recreational area and public open spaces become more important. Open areas are always in use whether for sport or informal recreation. If the population is to increase, the retention of the established open areas will be essential.
	KID-A-218	BLANK
James & Kate Hamilton	KID-A-219	Kidlington is large enough; there must come a point when infill has reached its maximum. Kidlington has a thriving village centre, which continues to live on passing trade and local trade and historic areas around St Mary's which is a landscape gem. Enhancement of the Oxford Road is feeble and unnecessary. Instead the area around the High Street/Oxford Road crossing should be improved. The document references some kind of 'statement' at the southern gateway to Kidlington. There is already a wonderful statement - 3 poplars on the Sainsburys roundabout which should be given TPOs as should the line of poplars in new Bicester Road. Recreation areas should not be targeted for development - these are necessary community resources. Parking will continued to be pressured by the Coop proposal. Restrictions on public parking will severely affect passing trade. Access paths across the site should be maintained. Blocks of flats encourage a transient, renting population with more cars per household. The Masterplan should commit itself to retaining the Green Belt.

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Representation Name/Organisation	ID	Issue
Space Strategy (Consulting) Ltd	KID-A-220	Agree with the description of the role of Kidlington. The description of the village needs to better reflect its socio economic ties with Oxford and its spatial independence including a better assessment of the 'Kidlington Gap'. Environmental constraints to the east of the village should be amplified and Oxford Technology Park to the west should be more clearly identified. There are opportunities to plan for more open space to the north of the village. There is no differentiation between the strategic and local aspects of the Green Belt: the Kidlington Gap is critical and strategic, other areas more local. More consideration of connectivity between Kidlington and employment areas at Langford Lane. Definitive Map of PROW should be shown. An opportunity to develop movement networks around existing footpaths is missed. Need to update the employment section on Oxford Technology Park. The pressures on Kidlington (re. Oxford relationship) should be masterplanned. The Masterplan should be more positive - what will be achieved, and with a timescale. There is an implied landscape appraisal but with little supporting information. What are the short term/medium term objectives for development? Housing demand needs to be solved now. Why does the Masterplan include long term opportunities in strategic green belt at Oxford Parkway whilst overlooking opportunities that are more integrated with the settlement.
Dr Lisa Smith	KID-A-221	Consultation concerns. Objection to plans to build on the green spaces in the area, specifically Park Hill recreation ground off Benmead Road. There needs to be sufficient green space for recreation. The space is an ideal place for people to meet, socialise and exercise and for dog walking. Particularly important given small gardens. Two local nurseries and the school make use of the park also.
Alaric Rose	KID-A-222	Concern at the lack of provision for play facilities and the disparity when compared to the other urban centres in the District. Particular need for a wheeled park suitable for skateboarders and scooters. Support for developing an evening economy in Kidlington including an evening cafe bar culture. Further traffic calming is required close to parks and schools and decriminalisation of parking to ensure better monitoring of illegal parking by wardens, given the increased use of street parking by commuters. Network Rail has already dismissed the possibility of a commuter station at Lyne Road. Socio economic analysis for North Kidlington is skewed by the number of very wealthy residents in St Mary's Ward. If employment development is intended to attract people to area potentially increasing the population, where will people live? The area is one of low unemployment but with a housing shortage. Residential development should be considered before economic development. Langford Lane should have been earmarked for mixed use development. Kidlington gap should be protected. Rental prices are driving young villagers and families out of the area. Current green spaces/amenity areas must be kept distributed across the village. Consolidation in one areas at the south of the village could cause accessibility problems for some. Green spaces should be added to not lost. In particular given the promotion of Kidlington FC this is only going to become more important to the village. Support for more integrate of housing and employment areas. Local businesses and technology parks should communicate more. Increasing economic activity will not lead to a reduction to in-commuting and outcommuting and will increase pressure on transport infrastructure. Park & Ride on Langford Lane could lead to increased traffic in the village as people will come from the A34.
Linda Ward	KID-A-223	Consultation concerns: confusion in terms of what is being reported in local media. References to the three housing sites in the Green Belt should be deleted. Strategic sites have no place in a non strategic document. Green Belt review was ruled out by the Local Plan Inspector. Currently the village boundary is well defined by the Green Belt. There is no need for the proposed landscape appraisal which sounds like a local review of the Green Belt. There are two major omissions in terms of community needs: no consideration is given to winning local green space, identifying community assets or protection of existing public green space, nor to a strategy for protecting and improving biodiversity. The document should include a clear statement of commitment to retaining the Green Belt. Objection to the proposed review of local housing needs within the Masterplan framework. If demand is allowed to drive growth then this is not local. It is wrong to link rising house prices to the provision of affordable housing. The document correctly identifies the Green Belt as a significant asset but then suggests ways in which it can be eroded. Cherwell should not concede to developer pressure and bullying tactics. The Masterplan needs more content on: its status; its coverage (i.e. Begbroke and Yarnton?). 'Ribbon' development along Oxford Road is not necessarily unpleasant. Whilst the village's assets are hidden this is not a weakness - they are known by people living within the village. No need to make them more evident. Object to any proposals to improve connectivity between Exeter Hall and St Marys Church that would involve the construction of new or improved car access to the old part of the village which would ruin its character. The attractiveness and viability of the village centre needs to be the main priority. Kidlington relies a lot on passing trade and the current good availability of free parking. New development in the centre has been of poor quality. Improved planning guidelines are required to improve the centre, rather than proposals to expand it to the west. There should be scope for habitat and green space corridor improvements beyond the areas shown on the Landscape Setting map. The line to be taken for any landscape appraisal is too tightly drawn to the village boundary. The Masterplan should acknowledge the important village asset of informal footpaths (such as around and across the fields behind The Moors) which should be secured as formal PROW. Agree that the Canal towpath could be improved. Cont...

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Representation Name/Organisation	ID	Issue
Linda Ward	KID-A-223	Cont... Concern at too much employment development being proposed in an area of low unemployment with major environmental and infrastructure constraints. The Masterplan should be used as an opportunity to revise the SHMA. The constraint in housing land availability is not a weakness but a strength. There are no exceptional circumstances to justify green belt review for local housing needs - any review of the Green Belt would be strategic by definition. Rural exception sites will increase the pressure for Green Belt development and such houses will be returned to private housing stock very rapidly. It is important to build the houses most needed in the area via the conversion of properties into flats or bungalows into larger homes etc. Consultation concerns. Document is too large. Duplication between sections. Document is confusing. Proposals to take forward the masterplan are lacking in any statement of public involvement. Masterplan should include definitive guidance on design in the village centre rather than establishing a working group to do this in future and it should be clearer on reaffirming the Green Belt as an inviolate village boundary. Village centre should be prioritised and don't agree that parking should be cut. Opposed to expansion of the facilities into Stratfield Farm. Do not need another Park & Ride. No justification for building in the Green Belt. Object to building on recreation sites and to the building on public sector employer sites like the Policies office, post sorting office. Any new homes should be built to a high (eco) quality. Agree that new shared pedestrian/cycle paths are required but not at the expense of losing the existing green tree lined verges. A priority cycle lane linking Kidlington with other employment hubs would be welcome. Would welcome sight of a revised draft Masterplan.
Kidlington Football Club	KID-A-224	Clarifications provided to the Green Infrastructure section. The recreation grounds are managed for the residents by a Charitable Trust at no cost to the residents. There is no consideration as to the revenue costs of running a new sports facility at Stratfield Farm. If the Recreational Trust is forced to close, this will bring increased Council Tax for managing recreation grounds. There is not enough sports space in Kidlington. Any additional housing will bring additional requirements for open space. There is a requirement to find a community space in the north of the village not the south. Kidlington FC have created and developed a community hub for Football, giving people a reason to be proud of the village, the club is successful and solvent. Relocating the club to an area that is not central to the village would have a catastrophic consequence to a business. Exeter Close may be the perfect location for an all weather football training facility for all the football clubs in the village to take advantage of as well as hockey football.
Alan Graham	KID-A-225	The Masterplan is too long, repetitive, should be made more concise, focused, readable. Specific areas of concern. The Masterplan should reflect the many links with Oxford (economy, movements, community) but also the physical separation and the importance of avoiding coalescence with Oxford and enabling Kidlington to retain a separate identity. More detail is needed on how better integration between the village and the employment areas at Begbroke, the Airport and Langford Lane can be achieved, references to restoring the Village Centre Management Board are not sufficient. References to Bicester Vision, which receives a high level of support from Cherwell DC. Number of minor inaccuracies - Masterplan needs updating i.e. bus services, lapsing of the planning permission for a train station on the railway line between Oxford and Banbury/Birmingham; current status of the Coop proposals. Support for the suggestions for the village centre and breaking down the barrier of the Oxford Road. A historic proposal to achieve rear access to the north side of the High Street and the car park with direct access from Banbury Road should be reassessed. There should be no housing on recreation sites which all are important in open space and community provision. Exeter Close acts as a 'village green' in a central area. The Masterplan should outline how additional recreational facilities at Stratfield Farm could be provided, recognising the potential complexities. The Masterplan should be clearer on the housing need being accommodated in Kidlington/Rural exception Sites. References to the SHLAA sites should be more carefully considered given the sites' location in the Green Belt. Funding of the initiatives in the Masterplan should be addressed. A significant amount of CIL should be directed to Kidlington given that Bicester is receiving significant government funding through Eco Town/Garden City initiatives.
Lena Haapalahti	KID-A-226	Do not support building of housing on playing fields. There are not enough playing fields as it is. Recreation areas are well used, not just for formal sports. There is a need for more affordable housing in Kidlington. Private sector rents are too high. Build at higher densities i.e. flats. Build between Kidlington and Begbroke/Yarnton. The Green Belt is out of proportion and stifling necessary development. Connectivity - the needs of pedestrians and cyclists should be prioritised, there is also a need to widen & resurface the existing cycle/pedestrian paths between Kidlington and Cutteslowe. A 30mph limit should be introduced on the Oxford/Banbury Road and 20mph in residential areas to improve safety. Train station on the Oxford-Banbury line is supported.
Steve and Emma Forse	KID-A-227	Oppose the building on football pitches in Evans Lane/Benmead Road/Yarnton Road, which would mean no green areas for children to play.
Suzi Coyne Planning	KID-A-228	Do not agree with the objectives and opportunities for supporting future economic success for the reasons given in the representation to the Local Plan Partial Review. Employment sites at Kidlington must also make provision for heavier industrial B2 type uses, to provide for the waste management business sector. Oxford does not meet its own waste management needs and land needs to be found elsewhere. The focus of the Masterplan is on expanding high value employment uses only which does not accord with the Local Plan objective of a more locally self-sufficient and sustainable economy.

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Steve Haynes	KID-A-229	Opposed to the Masterplan in terms of reducing recreational green space and relocating adjacent to Stratfield Brake. This year Kidlington Youth FC are celebrating their 50 year anniversary and Kidlington FC have been promoted to the highest level of football in their history. The proposals do not support the needs of the 30+ football teams in the village. The current facilities are well managed by their parent clubs through volunteers. Participation in local football is high at a time when obesity is on the rise. The move to a centralised facility potentially managed by a third party/commercial entity will increase the cost of play making participation more exclusive, current facilities provided at little cost to the tax payer. Local, dispersed football pitches & facilities mean that local people can have easy access to activity, Stratfield Brake is not within walking distance for most of the village and would not get casual footfall in the same manner. Stratfield Brake is rarely used other than for games and nobody uses the social facilities.
West Waddy ADP - J A Pye (Oxford) Ltd	KID-A-230	Agree with the overview of Kidlington's role. Support for the provision of a new station at Lyne Road Kidlington, which would serve many Kidlington residents; would serve the extensive employment land at Langford Lane/Langford Locks and Station Approach; is directly connected by an existing footpath to the Begbroke Science Park; and would serve Oxford Airport. A more direct east west cycle link could be created over the land between the railway line and the Oxford Canal owned by J A Pye (Oxford) Ltd, which would also improve pedestrian access from Kidlington to the employment areas. J A Pye (Oxford) Ltd own land which is being promoted through the Local Plan Part 2 for employment use as part of the limited review of the Green Belt in the Langford Lane area. Site would make a logical extension to the existing industrial park, it already has an existing access, it is well located and in a sustainable location and would accord with the employment strategy in the Local Plan. Developing this site together with the new station would address the economic weaknesses of Kidlington and would contribute to the aspirations of London Oxford Airport. CDC should commence dialogue with owners of the site. Section 8 emphasises the shortage of deliverable and developable housing land in Kidlington - it is considered that a Green Belt review is required to meet housing needs.. Kidlington is considered to be a particularly sustainable location for providing for unmet housing needs. The discussion of the SHLAA sites omits Webbs Way (KID022). The SHLAA conclusions on this site are disputed and this site should also be included on the list. The Masterplan should also acknowledge the local Green Belt review at Langford Lane. Overall support for the vision statement, objectives and spatial concept.
Rory Bowden	KID-A-231	Masterplan too long, too dense, poorly structured, unclear. Consultation concerns. The inclusion of Crown Road in the Village Centre precinct should be reversed, it is unjustifiable. Instead the historic buildings on Crown Road and Lyne Road should be considered with the Historic Core. The character areas are oversimplified. Object to the inclusion of the illustrative proposal for Exeter Close which will prejudice future decision making. There may be some merits to reconfiguring green spaces, in order to merge & improve local football provision, through a process initiated and controlled by the Parish Council and accompanied by thoughtful & properly resourced redesign of the recreation spaces. In each case there needs to be net benefit to the community. The Masterplan needs to be stronger on ensuring high quality design, and needs to consider carefully before disposing of any car parking. Detailed comments made on the description of Kidlington's role and character. The document understates the overall dominance of non-football use and enjoyment of public open spaces. If football were absent the spaces would benefit from more imaginative landscape design and tree planting. Detailed comments on village centre issues - high quality design and landmarks are needed. Parking is needed given Kidlington's role in serving outlying villages with facilities. Increased night time use will increase anti-social behaviour and there is a more attractive night time offer in Oxford. The Masterplan should be more ambitious on improving conditions for cyclists. The Masterplan should recognise housing pressures on Kidlington from Oxford and elsewhere - it is not enough to say that housing development will be directed towards Bicester. Situation depends on activity outside of Cherwell (specifically in Oxford).
Sustrans	KID-A-232	Agreements with the description of Kidlington's role, character, green infrastructure, community facilities, with a few minor inaccuracies. Detailed comments on the transport and movement section including inaccuracies/typos (and elsewhere i.e. fig 13.6). The pedestrian/cycle route to Oxford Parkway from Kidlington and from Oxford needs considerable upgrading to make it attractive and safe. Woodstock Road (A44) is a designated cycle route but its appeal to cyclists is limited due to traffic specifically at junctions such as the Wolvercote and Pear Tree roundabouts. The Woodstock Road could potentially form a part of a link between Kidlington and Oxford if cycle routes were developed between Kidlington and the A44 via Sandy Lane (including Begbroke Science Park) and/or Green Lane, and/or the Oxford Canal and/or Frieze Way. The Canal towpath needs upgrading in particular between Langford Lane and the A44. The move to an ageing population strengthens the case for improved pedestrian/cycle facilities which will allow users of eBikes and mobility scooters to get safely around. There are good arguments for having a 20mph speed limit through Kidlington, apart from the A4260 to increase safety and encourage cycling, while adding very little to journey times. In Section 12.3 further locations for improved access to the canal should be shown: Langford Lane and Langford Quays at the north end of Kidlington and at Stratfield Brake. In figure 14.6 the east-west route at Exeter Close is marked as 'pedestrian only'. This route was opened with the intention of being a shared pedestrian/cycle route and junction modifications will be required to allow cyclists to join/cross the A4260. If cycling is not allowed on this route then an adjacent route will need to be investigated between Crown Rd and Oxford Rd. Better pedestrian & cycle links are needed between the Begbroke Science Park and Oxford Parkway station, and between south Yarnton and Oxford Parkway. Section 17 - strongly agree with the arguments for allowing cycling in the 'pedestrian priority' part of the High Street and the ideas for public realm improvements. The voluntary ban on HGVs travelling along the A4260 should be monitored and consideration given to increasing the effectiveness of the ban. Masterplan is an excellent document.

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Representation Name/Organisation	ID	Issue
CPRE Cherwell South	KID-A-233	Misleading articles in the press. Would challenge the assumption that the Green Belt is no longer defensible. Overall, the Masterplan prioritises development over life quality. It should be rewritten to accept the presumption that Kidlington is embedded within the Green Belt and has very limited scope for new housing development. It could then more constructively focus on achieving the fine vision statement. The historic core area and landscape/habitats surrounding the village are correctly identified as vital assets defining the village's character. An update to the evidence on green infrastructure is now required to inform the Masterplan. The Masterplan fails to include proposals to maintain and enhance biodiversity as required - this should either be a separate project or within the 'community needs' workstream. Highlight the threat posed by poor quality design to Kidlington. Oxford Road will continue to act as a barrier and expansion at Langford Lane and the airport will increase traffic through the village - the transformation of Oxford Road to a pedestrian and cycle friendly street seems unlikely although any measures would be helpful. More joined up thinking on infrastructure and traffic planning is therefore required. The expansion of business parks and new bus routes linking Begbroke will increase traffic along the Yarnton-Cassington route, which will impact on cycling safety. Parking provision should not be reduced; parking is needed to encourage trade and revitalise the village centre. The proposals for the village centre seem more of the same, a clearer vision is required. Proposals to create new park and rides on Green Belt land are a threat. Proposals to improve the route into Oxford by using the canal towpath need significant investment. The towpath is unsuitable for regular commuting and is congested at weekends. Housing need - SHMA figures are unsustainable and need review. Housebuilding is not going to make any significant impact on affordability. Rural exception sites will increase in value once available for resale. Unmet housing need does not justify building on Green Belt land. Ecological value of Green Belt sites. If there are no suitable sites within the village, then sites should be found elsewhere. Remove reference to the 3 Green Belt sites from the Masterplan. The proposed landscape appraisal is unnecessary; Kidlington sits within a tightly drawn Green Belt which provides a clearly defined and defensible boundary. Cont...
CPRE Cherwell South	KID-A-233	Cont....The plan does not go far enough in addressing the creation of community open spaces/green spaces. It should recommend the active promotion of these and sustain access to the fields and walks already enjoyed, and protect newly designated Local Green Spaces. CPRE rejects the suggestion that consideration should be given to releasing further land around the Oxford Parkway area which undermines the openness and permanence of the Oxford Green Belt. Any working groups to further development of the Masterplan should include local residents.
JPPC - Cantay Estates	KID-A-234	The Masterplan's discussion of parking should differentiate between public and private parking in the village centre. The text refers only to anecdotal evidence in respect of car parking usage. Evidence on use of the Co-op car park was provided to support the planning application which showed that there is adequate capacity in other car parks in Kidlington. It is agreed that the large areas of surface car parking for example off Sterling Approach detract from the village centre. In respect of retail need, the 2012 retail study does not conclude that there is a need for further retail floorspace. It is agreed that there is a need for housing in Kidlington. The draft plan should take into account Government initiatives to widen the definition of affordable housing to include starter homes. It should identify the land at the rear of the Coop stores suitable for housing. Currently the Masterplan includes unrealistic proposals for the village centre. Given the provision for community needs at Exeter Hall, the references to community uses being provided elsewhere are inappropriate and unsupported by evidence. Residential accommodation being provided in the centre would increase vitality and viability.
Alex Babic	KID-A-235	Objection to the Masterplan; green space should be protected at all costs.
Liz & Roy Moore	KID-A-236	The Masterplan prioritises the benefits to businesses, landowners and developers over the character of the village and quality of life. Improvement of Kidlington's retail provision around the High Street are necessary and welcome, but there are few other benefits from Kidlington in the Plan and potentially damaging effects such as pollution and noise from increased traffic. The Masterplan omits any strong recommendation that the parish and district councils should adopt a more proactive approach to protecting Kidlington. The majority of the proposals outlined are reliant on developer contributions. The Masterplan threatens the Green Belt in many ways: references to the 3 SHLAA sites, to the landscape appraisal, references to further development around Kidlington's southern gateway, the relocation of sports pitches to Stratfield Brake is a likely anticipated developer contribution from development at Stratfield Farm, and references to relocating pitches to a site on the opposite side of Frieze Way to Stratfield Brake. The freeing up of recreation grounds for housing will reduce the total area of green space, when more urban green space is needed (Local Plan objective). The Masterplan is uncritically supportive of the expansion of employment development although there is low unemployment in Kidlington. There is a considerable amount of employment development proposed around Kidlington which will increase traffic, noise and pollution (Kidlington already has one AQMA). Concern at any potential expansion of the airport in terms of increased road traffic and noise nuisance. The village centre does need revitalisation and the retention of footways across the Coop and Red Lion car parks to the eastern side of A4260 is welcomed. Extending the shopping area to the west of the A4260 is unrealistic in terms of crossing the main road particularly given the increase in traffic generated by proposed developments. Redevelopment of Exeter Close is welcomed. Cont...

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Representation Name/Organisation	ID	Issue
Liz & Roy Moore	KID-A-236	Cont...The proposals to improve cycle/bus routes along the A4260 and to increase pedestrian crossings is welcome but this will not reduce traffic. This would also necessitate the loss of verges and trees, the few redeeming features of Kidlington's long ribbon development. The proposed Bus Rapid Transit route will be a limited stop service between employment areas and Oxford/Oxford Parkway so will be of limited benefit to Kidlington residents. Provision for cyclists should not be at the expense of pedestrians or the countryside. The proposals along the canal towpath for cyclists may affect the tranquillity of the countryside, wildlife and pedestrian comfort and safety. The advantages of promoting public transport over car use must be weighed against the increase in traffic generated by rail users and the noise and pollution impacts on the immediate locality. The plans to create a 'canal leisure corridor' demonstrates the Masterplan's prioritisation of recreation and amenity over the welfare of the environment. In terms of 'visitor numbers' the canal is nearing the limit of sustainability. Proposals for housing on the football pitch at Yarnton Road would damage the canal corridor landscape and wildlife. It is astonishing that the Plan proposes a substantial increase in pedestrian and cycles movement at Roundham Bridge given that the only access to and from Kidlington is by a level crossing on a busy rail line. The location of a cafe to the east of Roundham Bridge is ill thought out - the land floods and provides a refuge for wildlife. Instead, regular clearance of little along the canal and around the village would greatly improve their attractiveness and would cost substantially less. The environment should be central to the Masterplan: an environmental audit of the village and the agreement of an action plan to protect Kidlington's urban and rural wildlife and its landscape character, to promote energy and carbon efficiency and to ensure that Kidlington is a pleasant and healthy place to live. Masterplan is repetitive, inconsistent and out of date with inaccuracies. Consultation concerns. The Masterplan proposes a number of follow up studies, which should have informed the Masterplan itself. Concern that the proposals are reliant on a high level of business and developer funding.
JPC - University of Oxford and the Tripartite	KID-A-237	The role of Begbroke Science Park in the Masterplan is noted and supported. However there are some concerns. The Masterplan does not clearly define the boundaries of the Masterplan area. References to data at 'Kidlington' are not clear in what area they cover. The relationship between the Masterplan and other DPDs is not clearly explained. Other DPDs currently being prepared may affect the provisions of the Masterplan. In particular, the Masterplan cannot prejudice the outcome of the Partial Review of the Local Plan Part 1 to accommodate Oxford's unmet housing needs or the local Green Belt Review in Part 2. The production and adoption of the Masterplan should not proceed in isolation of consideration of this. Also a risk of consultation fatigue. The Masterplan omits reference to the University operated minibus service which serves the Science Park. Figures on floorspace at the Science Park are out of date. There is no objection to improved cycle and pedestrian links between the Science Park and Langford Lane, in addition to the canal towpath although the Oxford Technology Park land has not been developed and the degree of synergy with the Science Park is not yet known.
Indigo Planning Ltd - Sainsburys Supermarket Ltd	KID-A-238	There is no reference in the description of village character to the large Sainsburys supermarket at the south of Kidlington which serves as a gateway into Kidlington. This provides a significant amount of convenience and comparison goods floorspace and it should be acknowledged as part of the retail offer in the village, given its close proximity to the village centre. The bypass proposed to link the A44 to the A40 and the loss of movement around the A4260 roundabout may have significant impacts on the Sainsburys store. Any improvements to the A4260 around the access to Sainsburys are a key consideration and should be explored further, especially new pedestrian crossings along Oxford Road and improvement of the cycle routes. The retail sector should be identified as a major part of the economy, with Sainsburys providing a large number of jobs. Any additional larger retail brands/anchor stores would bring into question the viability of existing food retail stores in Kidlington. The focus should be on consolidating and supporting the existing stores. Any proposals for new retail should be of a scale commensurate with Kidlington village centre. The loss of recreation ground for retail would be inappropriate and should not be considered in order to ensure the viability of the existing food stores.
Keiron Ward	KID-A-239	The three large sites proposed for development and proposals for employment development at Begbroke and Langford Locks are within the Green Belt. Green Belt review was dismissed by the Local Plan Inspector. Green Belt surrounding Kidlington is an important aspect of the character of the village and efforts should be renewed to maintain and enhance its function and biodiversity.
Oxfordshire County Council	KID-A-240	The A4260 is a strategic link road. The impact of proposals must be fully assessed and should not significantly increase traffic congestion or delays to public transport. A parking study should be undertaken prior to any changes in parking study in the village centre. Given the scope for additional growth over time, the Masterplan should place greater emphasis on improved connectivity, in particular with areas such as Yarnton, Begbroke, Langford Lane and beyond. The proactive approach and co-ordinated Action Plan are supported. Figure 3.1. Green Infrastructure contains errors in depicting former Mays Builders Yard at The Moors as open space. Blenheim Centre could also not be considered to perform a public open space function. Broader reference to the principles of LTP4 are required as well as to Manual for Streets 1 & 2 and the Oxfordshire Residential Design Guide. Further consideration could be given to cycle improvements between Oxford Parkway and Cutteslowe Roundabout, completing an improved route through to Oxford. The use of the canal route as a cycle route needs consideration in terms of the legislative and safety perspective, and feasibility studies. Ecological constraints also need to be considered. Langford Lane could be given more focus for improving cycling provision in terms of links between the A44 and A4260. On the indicative drawings for improvements to Oxford Road, cycle ways could be placed on the main road rather than the service road (service road could already be considered appropriate for less confident cyclists). Consideration should also be given to cycle parking in Kidlington. Proposals for public transport routes should take into account commercial viability given that OCC bus subsidies will cease on 20 July 2016. Increased density of housing and commercial development along existing and future public transport routes is important in improving their viability and resilience. In terms of the release of land for housing, the masterplan should consider the relationship between new housing sites and the Oxford Transport Strategy, with a preference to sites along rapid transit lines. The A4260 corridor is considered a sustainable location for development. Cont...

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Representation Name/Organisation	ID	Issue
Oxfordshire County Council	KID-A-240	Cont...At Exeter Close, the design principles should consider shared cycle and pedestrian connections through the site as opposed to the 'pedestrian only' routes currently proposed. Residential land uses on the site should be located as close to the Oxford Road as possible to maximise the uptake of walking, cycling and public transport. Road safety data is provided in the representation. Aspirations for creating a premium cycle corridor along the A4260 are supported given that almost 75% of the cycle accidents in the village are on this corridor. Pedestrian crossings should be of an appropriate type (detailed in the rep). There are local concerns over road safety on other roads i.e. on the Bicester Road near Edward Feild School. Consideration could be given to a 20mph speed limit on minor residential roads. Inaccuracy: speed limit on the Oxford Road is predominantly 30mph not 40mph. Redevelopment of Exeter Close required further discussion with the owners/tenants. Guidelines provided in the representation on public health in terms of inclusion of dementia friendly outdoor spaces, restricting A5 use (hot food takeaways).
Lynn Pilgrim	KID-A-241	The possible housing sites at The Moors, Stratfield Farm and Water Eaton Farm (strategic sites/Green Belt) should not be referred to in this non strategic document. Green Belt Review was ruled out by the Local Plan Inspector. The Masterplan should mention that the SHMA is a highly contentious document. The document views limited land availability and constraints outside the settlement boundary as a weakness when in fact they are a strength. There is too much employment development in the area given the low unemployment rate and environmental and infrastructure constraints. The boundary of the village is clearly defined and present and protected as Green Belt, there is therefore no need for the proposed landscape appraisal. Green Belt especially to the north of the village acts as flood meadows. Agree with the need for an urban design framework and design guidance for the centre. Agree with proposals to create better pedestrian routes (especially a Co-op - Red Lion route) and improving public spaces including the 'piazza'. The Oxford Road will always be busy and proposals to expand the village centre to the west are misguided; it would be better to focus on improving the existing centre. Housing needs in the village are misrepresented given the number of buy to let properties in the village. Tenants are on short term lets and forced to move regularly. The Masterplan document has some useful information and ideas but is long and repetitive and lacks a summary.
John Pilgrim	KID-A-242	The possible housing sites at The Moors, Stratfield Farm and Water Eaton Farm (strategic sites/Green Belt) should not be referred to in this non strategic document. Green Belt Review was ruled out by the Local Plan Inspector. The Masterplan should mention that the SHMA is a highly contentious document. The document views limited land availability and constraints outside the settlement boundary as a weakness when in fact they are a strength. There is too much employment development in the area given the low unemployment rate and environmental and infrastructure constraints. The boundary of the village is clearly defined and present and protected as Green Belt, there is therefore no need for the proposed landscape appraisal. The Masterplan document has some useful information and ideas but is long and repetitive and lacks a summary.
Maura Cordell	KID-A-243	Objection to the loss of green space and recreation grounds in terms of impact on the community and biodiversity. The impact on families and children would be huge in terms of fresh air, play space and ease of access, and it would have an impact on sport in Kidlington. The relocation of the pitches to the far end of the village would mean older children couldn't travel on their own to matches and it would reduce participation in sport generally. The green spaces are also used for informal recreation and for dog walking etc. Parks are vital to encourage outdoor activity in children and to stop children becoming isolated.
M J Warrell	KID-A-244	Objection to the loss of green spaces within the village. The sports clubs within the village provide a valuable outlet for many children. Stratfield Brake would be better suited to housing as it is not big enough to accommodate all the sports teams in the village. Alternatively build houses as Upper Heyford.
Rosie Lodwick	KID-A-245	Emphasises the important of maintaining the Green Belt in its current location in terms of the protection it affords to Kidlington itself and to prevent the expansion of Oxford. Some of the development in Kidlington has been poor quality, more could be done to enhance the appearance of the centre i.e. an enclosed town square in the space to the west of the Kidlington Centre. There is a real need for a design guide for the centre and along Oxford Road and to limit buildings to no more than 3 storeys and to control the materials used. Please can the Masterplan also include proposals for a Village Noticeboard, the one on the side of Barclays is inadequate and in Exeter Hall but no one sees it there. A notice board could be placed in a central square. Disagree that retail expansion should take place on the west side of the Oxford Road. The present centre should be strengthened where it already is, not divided up by a major road.
David Jones	KID-A-246	No to this development
David Jones	KID-A-247	No to this proposal
Antoinette Finnegan	KID-A-248	Consultation concerns. Relocating football facilities to Stratfield Brake is a concern as there is not enough room there for all the existing clubs; there is already not enough parking there; it increases the likelihood of more people driving to football which increases traffic through the village and is not ideal for the health of local children; and the surface at Stratfield Brake is not ideal for football. How will the green space that is needed (section 9.3.1.5) be provided if green spaces are to be built on? Concern at the loss of spaces not just for sport but for informal recreation. Once there is some housing built on the green spaces, there will be additions to it and ultimately there will be little left. There is much discussion of the canal as a linear park, but this cannot be a replacement area for playing games and learning to ride a bike. Particular objections to any proposed development at Crown Road which is part of the Conservation Area. Areas such as Crown Road, which are of historical significance, should be treated separately to the general plan for the village centre. Concern that any development along the canal, if of low quality, would actually reduce the charm of the canal. Finally, Oxford City's plans to build 3,500 homes on Green Belt between Kidlington and Oxford would reduce the distinctive nature of the village.
Paul Whitford	KID-A-249	Consultation concerns (timing, duration). The Masterplan should have sought views from schools and sports clubs.

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Christine & Richard Lodge	KID-A-250	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed 'landscape appraisal to establish a defensible boundary'. Isn't this a Green Belt review, which was rejected by the Local Plan Inspector.
Mrs Ilze Jozepa	KID-A-251	Agree that there are qualitative and quantitative deficiencies in open space. The landscape quality of the recreation grounds needs improvement. There is potential to increase cycling in and around Kidlington given its location but existing cycling infrastructure is piecemeal, poor quality and the dominance of major roads is offputting. Cycling needs to be seen less as a recreational activity and more as a convenient, healthy, cheap and environmentally friendly means of local transport. Cycling can reduce congestion and it can be of great benefit. 30% of all local commutes done by bicycle could be a viable target for a village like Kidlington. The cycle premium route is a very good idea, prioritising commuter cycling first rather than recreational cycle lanes. Schools should be accessible by dedicated, safe cycle lanes. Many parents do not feel it is safe to let their children cycle to school. School runs are one of the reasons for traffic congestion in Kidlington. The Canal towpath is not a suitable alternative to an Oxford Road Premium Cycle Route. Its location to the west of the village makes it impractical for commutes within the village or to shops or Kidlington schools. Also The Moors/Mill Street/Evans Lane route is not a suitable alternative for people living to the west of Oxford/Banbury Road. Oxford/Banbury Road cycle path, cutting straight through the village, would serve the village well and would alleviate safety concerns around cycling, traffic and parking near schools. Cycle connectivity between Kidlington, Yarnton and Begbroke should be improved. Sandy Lane is not safe for cycling. Cont...
Mrs Ilze Jozepa	KID-A-251	Cont...Do not agree with the proposals to lose recreation spaces to housing. The housing potential would be a piecemeal solution and bring no significant relief of pressure on the Kidlington housing market. However it would lead to loss of scarce open and green space. The parks are located in densely built areas and loss of open space is unacceptable. Recreation spaces are used for sport and for informal recreation. Recreational spaces should be within a walking distance from any residential area in order to increase their use and to enable children to safely use them for independent play without adult supervision, which stimulates children to get outdoors & be active. Children cannot play independently in remote nature areas or near the Oxford Canal. Proximity also reduces car traffic within Kidlington. Do not agree with the relocation of KYFC to Stratfield Brake, which is only accessible by car. Current pitches are within walking distance. Relocation will increase traffic. Instead green and open spaces should be improved but with their size and various habitats retained. Play equipment and facilities in all areas can be improved and diversified and there should also be more facilities for teenagers, e.g. skate ramps, basketball nets, ping pong tables and climbing frames. Increasing the diversity of habitats would make them more attractive for people and wildlife. Retain the significant woodland at Park Hill Rec. and increase woodland areas/diversity landscape at Orchard and Exeter grounds. Bold decisions need to be taken on meeting housing needs: development needs to be larger scale in green belt areas between Kidlington, Yarnton and Begbroke and around Oxford Parkway station. Building there does not contradict the village character of all three settlements. The canal and railway form a natural divide. Begbroke and Yarnton make use of various amenities in Kidlington. The direct road connection between these villages and Kidlington is poor which increases traffic elsewhere. Green Belt land in this location is less ecologically valuable than Green Belt to the north of Kidlington. Development around Begbroke, Yarnton and Kidlington could be compensated by enhanced green space along the canal, creating a park there. Development in those directions is unavoidable and is needed sooner or later.
Cristiaan Monden	KID-A-252	Do not agree with the emphasis in the Masterplan of independence from surrounding villages like Yarnton or Begbroke. The Masterplan ignores the inevitability of large scale housing either between Kidlington and Yarnton and/or around Oxford Parkway which is a disservice to the people of Kidlington and to young people. "Protecting the character of the individual villages" is narrow minded and unrealistic. The recreation grounds in Kidlington need improving in terms of landscaping and bicycle access. Concern at loss of Park Hill recreation area in terms of impact on the nursery. The Masterplan does not acknowledge the well used tennis courts at Exeter Hall. Kidlington is well located for cycling but cycling is limited due to lack of pedestrian and cycling infrastructure and the Masterplan lacks ambition in terms of improving this. Using the canal path for cycling is not realistic; its location to the west of the village makes it impractical for commutes within the village to shops or Kidlington schools. Oxford/Banbury road cycle path, cutting straight through the village, would serve all local schools well and would alleviate safety concerns around cycling, traffic and parking near schools. Kidlington needs a segregated cycle route around the village and down to Oxford Parkway and to Yarnton. Bicester Road cycle path is in need of upgrade. Cycle connectivity between Kidling, Yarnton and Begbroke should be improved; Sandy Lane is not safe to use for cycling at the moment. The main focus of the Masterplan should be on commuter cycle routes that allow everyone to cycle to schools and work. Recreational cycling should be of secondary importance. No consideration is given to how noise from the airport affects the quality of life. Parking should not be reduced before pedestrian and cycling infrastructure is improved. Loss of parking spaces could be compensated by underground parking in the centre although this might be too expensive. Should consider adding solar energy canopies at car parks behind Tesco, Co-op and Sainsburys. Relocation of sports facilities is not supported. Sports facilities should be kept within safe walking and cycling distance of people's homes. Kidlington is becoming increasingly dense and in the long run, Green Belt will be lost - parks are needed more than ever. The potential infill on green spaces in a piecemeal solution which will bring some significant relief of the pressure on Kidlington, it is a short term solution. The area between Kidlington, Yarnton and Begbroke should be developed and Kidlington should anticipate the housing and science park developments at Water Eaton.

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Representation Name/Organisation	ID	Issue
Richard Venables	KID-A-253	Consultation concerns. Retail data presented in the report is confusing. The Masterplan should not impose planning restrictions on retaining A1 uses but should allow the High Street to find its own course by relaxing planning completely as retail is changing. The market will then reflect the demand of local shoppers. It will never really change in profile unless there is significant redevelopment of the Tesco/Forester Hall and Kidlington Centre site to create a dynamic retail scheme with good public realm. There is no reference in the Masterplan to OXLEP's Strategic Economic Plan. There is not enough reference to the long term businesses in Kidlington (outside of the knowledge economy) or to many smaller service related businesses serving the local community. There is not enough emphasis on links to Oxford, as opposed to the rest of Cherwell. Economic data does not reflect that Kidlington is stronger now than previously, with very few vacant buildings. Kidlington has great economic potential, particularly if more employment land were released to the north and west of Kidlington, not just for high tech but for all businesses. There are also opportunities around Oxford Parkway to the south and east of Kidlington. Proximity to Oxford is not a threat but an asset and greater links could be created. Policy intervention is not required in terms of greater coordination between the developers of the Airport/Begbroke and Oxford Technology Park. Market forces prevail.
Simon Myers	KID-A-254	Consultation concerns. How has the consultation period been sufficient in terms of timing, duration, advertisement. Suggest an extension of the consultation.
Terry Tossell	KID-A-255	Agree with the description of Kidlington's role and character but future housing development is a threat to these assets (Including green spaces and Green Belt). Flood risk map is inaccurate. Village centre - car parking will already be reduced by the proposals for the Co-op. The village centre and Exeter Close are split by the main road. The possibility to divert traffic from the main road should be examined. Traffic will be increased by the station, by the proposed park and ride, and if the Northern Gateway development routes traffic away from North Oxford. The Local Plan Inspector rejected the need for Green Belt review. To take the sites mentioned in the Masterplan out of the Green Belt would give a green light to developers and should be resisted.
Richard & Helen Huggins	KID-A-256	Opposition to the Masterplan particularly the proposed plan to use some of the green spaces for housing. Children use Orchard Recreation ground to play organised sport and for play, without needing to be transported by car. Relocation to Stratfield Brake would require travel by car given its distance and because of safety concerns. Current sports facilities are good, and run well by volunteers. How will the Council be supporting facilities for sport, making facilities more accessible, and cheaper? How will the facilities required fit at Stratfield Brake in terms of space? Will costs remain the same or cheaper? How could Stratfield Brake become a hub of sporting achievement?
E Townsend	KID-A-257	Concerned about development on the recreation parks in terms of loss of open space for dog walking and safe spaces for children to play.
Simon Myers	KID-A-258	The need for a new park/amenity space as identified in the Local Plan should be planned for in the Masterplan. There is discussion of expansion on Stratfield Brake but this is phrased as a means of relocating current provisions, not expanding provision. How does the map for Exeter Close relate to the Local Plan allocation Kidlington 2. Updating required regarding Audi/Skoda garage. The Masterplan does not provide enough detail on solutions i.e. how to fix the problem of east-west movement being restricted by the main road and the problem of houses backing onto the canal. The Masterplan should consider how the accommodation of additional housing (i.e. around Oxford) would impact on the 'distinctiveness' of Kidlington relative to Oxford and the usage of e.g. Stratfield Brake/need for open space. The specificity of proposals for Exeter Close/Crown Road are not replicated elsewhere in the Masterplan. This expands the definition of the 'village centre' in an unjustified manner and further consultation is required on this. Recreational space in the heart of the village would be lost. Impacts on the Conservation Area. It is hard to see the benefits of relocating this and other open spaces to Stratfield Brake since that site is only accessible by car whereas currently people enjoy local access to informal recreation spaces. Stratfield Brake is already at or over capacity.
Environment Agency	KID-A-259	SEA Screening: Agreement that there will be no significant environmental effects arising from the Kidlington Framework Masterplan and the SPD does not require a full SEA to be undertaken.
Jacquelyn Bevis	KID-A-260	No development should take place at the Moors, Stratfield Farm or Water Eaton. The boundary of the village is very clearly defined at present and protected as Green Belt therefore there is no need to establish a defensible boundary or undertake a local review of the Green Belt which was rejected at the Local Plan examination. Development on Green Belt and parks and play area should be prevented as these are important to the children and their health and should be easily accessible. A large play area in the village should be considered at the Exeter Hall site. There are no bus services around the Moors. Conditions of pavements, roads and drainage systems on Malborough Avenue are poor.
Lee Sherlock	KID-A-261	Objection raised to the redevelopment of the sporting green spaces of Kidlington as it will affect the identify of the individual football clubs as well as impacting on the business that Kidlington FC has developed over recent years, local children and adults will have limited access to open green space, traffic problem will increase if further developments take place in the village. No reference to the issue of parking in the Masterplan. Access to open green space should be made easily accessible and within walking distance.
Charlie Winward	KID-A-262	Concerned over publicity of the consultation. Reference to the improvement of the towpath along the Oxford Canal should be included as some areas are difficult to walk and cycle especially when the vegetation grows. The safety of cycling routes and access should be considered in particular around the new railway station and the crossing at the Sainsbury's roundabout. Clarification is needed on the future of West Kidlington Primary School as there was reference to the County Council coordinating with developers. The large open space at West Kidlington Primary School is currently under utilised and could possibly provide additional sport fields. Ron Groves park and other Kidlington Rec Trust sites should be protected. Improved play equipment needed at existing play areas. Expansion of Stratfield Brake to accommodate further sport pitches is supported however the parking and the clubhouse area will need to be considered. The accessibility between Garden City and Stratfield Brake will also need to be considered.

Draft Kidlington Masterplan Consultation March 2016
Summary of Representations

Representation Name/Organisation	ID	Issue
Dominic Preston - Garden City FC	KID-A-263	Current facilities are completely full. Need to retain the current provision and increase the number of playing pitches and training facilities. More housing in the village will increase further demand. The proposed location at Stratfield Brake will be less accessible and there will be an issue of parking. The village does not have capacity to cater for the current need. The new facility would need to make provision for 40 teams, 500 children, an adult team and local non professional adult teams. Summer tournaments attracts over 400 teams, 500 cars and 7000 people. Concerned over the impact of the identify of the football clubs and the logisitics of managing the facility.
Begbroke Parish Council	KID-A-264	A new footpath/cycle path should be provided from Langford Lane (The Boulevard) to Begbroke Lane in Begbroke. This would assist residents to access employment and other services such as buses and car dependency will be reduced.
Natural England	KID-A-265	SEA Screening: Do not provide specific comments. Provide general advice on green infrastructure, biodiversity enhancement, landscape enhancement and design principles. Have no dispute with the conclusion that an SEA is not required