



DISTRICT COUNCIL
NORTH OXFORDSHIRE

PLANNING POLICY CONSULTATIONS
14 NOVEMBER 2016 TO 9 JANUARY 2017

Partial Review of the Cherwell Local Plan (Part 1): Oxford's Unmet Housing Need – Options Paper

Consultation is being undertaken to inform a Partial Review of Local Plan Part 1, specifically to help meet Oxford's unmet housing need. An Options Consultation Paper is being published and comments are invited. The Options Paper and related documents, including an Interim Sustainability Appraisal Report and representation form, are available to view on line at www.cherwell.gov.uk/planningpolicyconsultation or at the locations listed.

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Submitting Comments

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By email to PlanningPolicyConsultation@cherwell-dc.gov.uk

Or by post to:

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

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S SMITH, CHIEF EXECUTIVE

Strategic Planning & the Economy

Adrian Colwell – Head of Strategic Planning & the Economy



DISTRICT COUNCIL
NORTH OXFORDSHIRE

Mr & Mrs Akkerman
Cheesmans Barn
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Upper Heyford
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OX25 5NA

*Bodicote House
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Banbury
Oxfordshire
OX15 4AA*

www.cherwell.gov.uk

Please ask for:	Tony Crisp	Direct Dial:	01295 227985
Email:	planning.policy@cherwell-dc.gov.uk	Our Ref:	Partial Review / CIL / 106

11 November 2016

Dear Sir/Madam

Notification of Planning Policy Consultations:

Partial Review of the Cherwell Local Plan (Part 1): Oxford's unmet housing need – Options Consultation

Community Infrastructure Levy (CIL) Draft Charging Schedule

Draft Developer Contributions Supplementary Planning Document (SPD)

Please find enclosed a copy of a public notice about consultations on the above planning policy documents. The consultation period extends from Monday 14 November 2016 to Monday 9 January 2017.

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Yours faithfully

David Peckford

David Peckford
Planning Policy Team Leader

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S SMITH, CHIEF EXECUTIVE

PlanningPolicyConsultation

From: PlanningPolicyConsultation
Sent: 11 November 2016 19:19
Subject: Cherwell District Council - Notification of Planning Policy Consultations7

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



Options Consultation - Summary Leaflet

November 2016

The Cherwell Local Plan Part 1 plans for growth to fully meet Cherwell's development needs to 2031. It also commits to a 'Partial Review' of the Plan to help Oxford meet its unmet housing need. We have previously consulted on the issues involved in undertaking the Partial Review and we also made a 'call for sites'. We are now consulting on options for new development.

This leaflet provides a summary of the Options Paper that we are consulting upon. It describes the progress made since the Issues consultation in January 2016 and sets out the Areas of Search and possible Strategic Development Sites that are being considered.

As it is only a summary, we recommend that the full consultation paper is read. It can be viewed at www.cherwell.gov.uk/planningpolicyconsultation.

It is also available at Cherwell District Council offices and public libraries throughout the district, and selected locations in Oxford City (see page 20).

This leaflet includes information on:

- The context - for Oxfordshire, Oxford City and Cherwell District
- Developing the Vision and Objectives

- Identifying options
- Considering options
- Delivering options

Some planning terms shown in ***bold italics*** are explained at the end of this booklet.

We would like your views on the option raised and how we contribute in meeting Oxford's unmet housing need.

Background to the Partial Review

The ***Oxfordshire Strategic Housing Market Assessment*** (2014) indicates that there is a very high level of housing need to be met across the County. The Cherwell Local Plan makes allocations for growth to meet the level of housing need identified for the Cherwell District. The

Government's **National Planning Policy Framework** and the statutory **Duty to Cooperate** require local authorities to work together to meet development requirements which cannot be met within their own areas.

Paragraph B.95 of the Local Plan Part 1 commits the council to seeking to address the unmet housing needs arising from elsewhere in the **Oxfordshire Housing Market Area**, particularly Oxford City. An Options consultation paper has been prepared as part of the early stages of a 'partial review' of the Local Plan Part 1.

The Partial Review of the Local Plan will effectively be an Addendum to the Local Plan Part 1. The Partial Review will sit alongside the Part 1 document and form part of the statutory Development Plan for the district. It must be supported by robust evidence, thorough community and stakeholder engagement and detailed assessments.

The Partial Review is not a wholesale review of the Local Plan Part 1. The Partial Review focuses specifically on how to accommodate additional housing and associated infrastructure within Cherwell in order to help meet Oxford's housing need.



The Oxfordshire Context

The Oxfordshire local authorities have been working together through the **Oxfordshire Growth Board** to identify how the unmet housing need might best be distributed across Oxfordshire.

Oxford has a need for about 28,000 homes to be provided from 2011 to 2031.

On 26 September 2016, the Oxfordshire Growth Board decided that Oxford's agreed, unmet housing need (some 15,000 homes) should be apportioned to the Oxfordshire districts as follows:

District	Apportionment – No. of Homes (Net)
Cherwell	4400
Oxford	550
South Oxfordshire	4950
Vale of White Horse	2200
West Oxfordshire	2750
Total	14,850

Note: South Oxfordshire District Council did not agree to the apportionment

Q1. Cherwell's Contribution to Oxford's Housing Needs

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

The Oxford Context

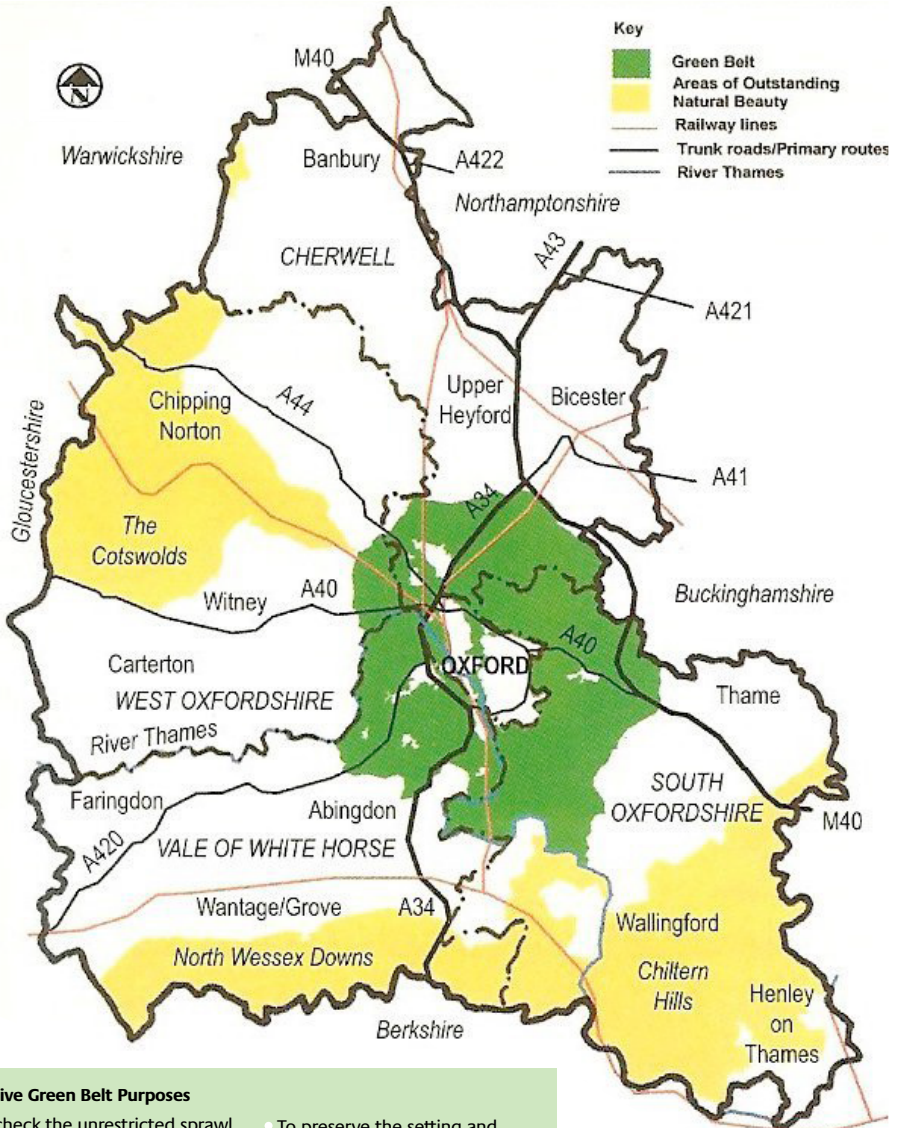
Oxford is a world-renowned historic city. As the only city in Oxfordshire it is the economic centre of the county.

Oxford has a major housing shortage and is constrained by the Oxford Green Belt which has a tight inner boundary around the built-up area of the city.

The Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with neighbouring towns and villages. It has presented a major constraint on the city's expansion together with the floodplain and sensitive ecological and historical areas.

Land can only be released from the Green Belt through a Local Plan if 'exceptional circumstances' are demonstrated.

The Oxford Green Belt



The Five Green Belt Purposes

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

Oxford is also working on a new Local Plan:

Oxford's New Local Plan - First Steps

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

Strategic Housing Market Assessment (SHMA, 2014) and **Oxford's Housing Strategy** provide key information about housing in Oxford. For example:

- Housing market values are higher in Oxford compared to the rest of the county
- The strongest demand pressures are at Oxford
- Almost half of households in Oxford rent reflecting in part the size of the student rental market and the number of young working households

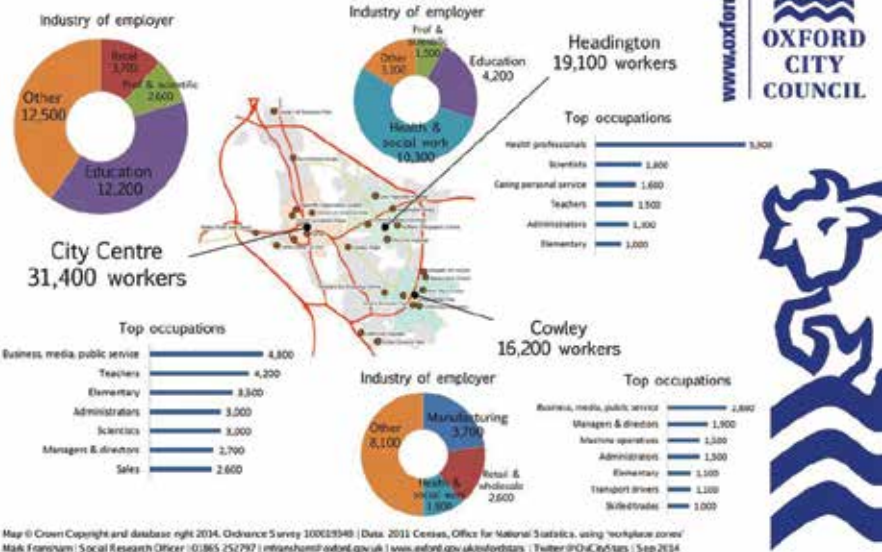
- The net need for affordable housing in Oxford is significantly higher than in the rest of the County
- The housing mix in Oxford differs markedly from other areas: it is focused towards higher density development and typically smaller homes.

The **Local Transport Plan** and its **Oxford Transport Strategy** prepared by Oxfordshire County Council have a main aim to reduce pressure on the road network by encouraging the location of housing close to jobs where people can more easily walk or cycle to work and in places where people will be able to use high quality public transport to get to work.

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

Where do people work in Oxford?

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



www.oxford.gov.uk



The County Council has identified three Rapid Transit lines for the city, linking a potential network of new outer Park & Ride sites including on the A44 corridor near London-Oxford Airport at Kidlington.

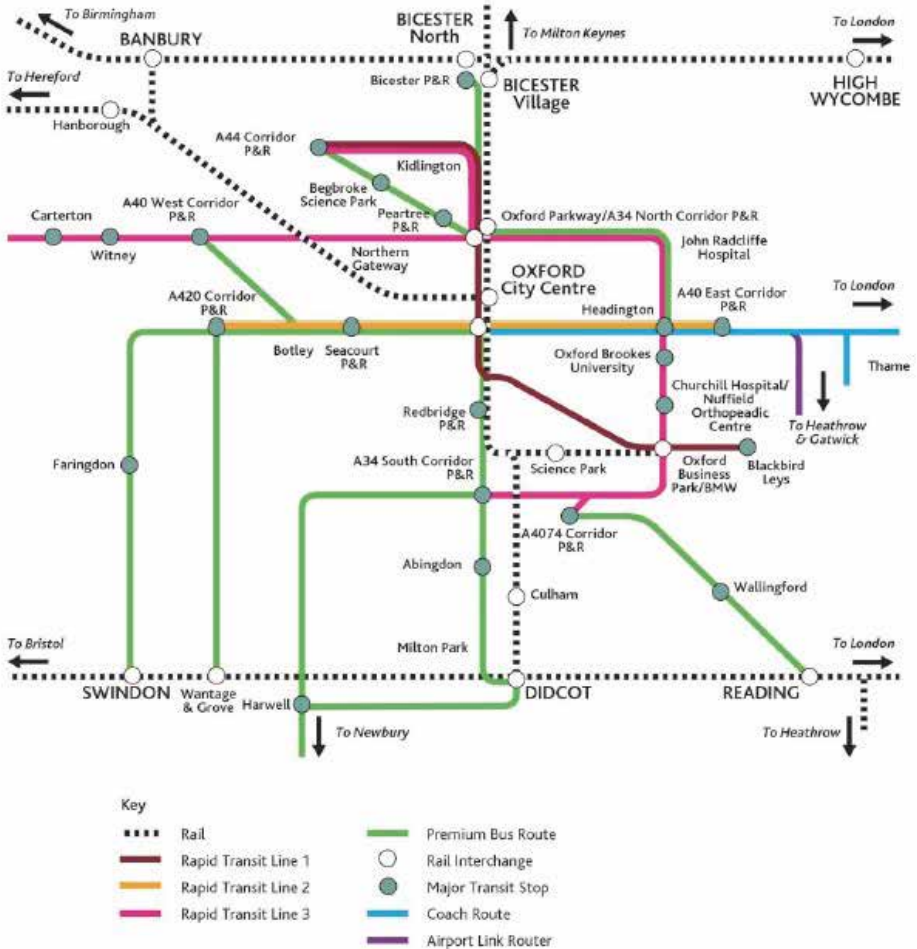
The County Council's strategy is to move Park and Ride facilities further away from Oxford to improve the operation of the A34 and other roads it intersects. Its Oxford Transport Strategy states that future housing and employment growth within Oxfordshire is set to

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

Q2. Spatial Relationship to Oxford

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

Rapid Transit lines



Source – Connecting Oxfordshire – Oxford Transport Strategy July 2016

Cherwell Context

Cherwell has a clear geographic, social, economic and historic relationship with Oxford. The district borders the northern built-up edge of Oxford and includes the land immediately north of Cutteslowe and Upper Wolvercote to the south of the A34. It also includes the area north of the Peartree roundabout.

An area of land south of the A40, Pixie and Yarnton Meads (a Site of Special Scientific Interest), comprises part of the Oxford Meadows Special Area of Conservation. Special Areas of Conservation are given a high level of protection.

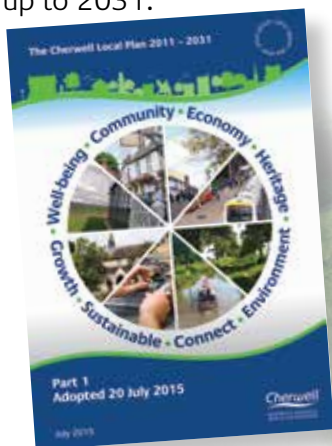
The adopted Cherwell Local Plan 2011-2031 sets out how the District will grow and change up to 2031.

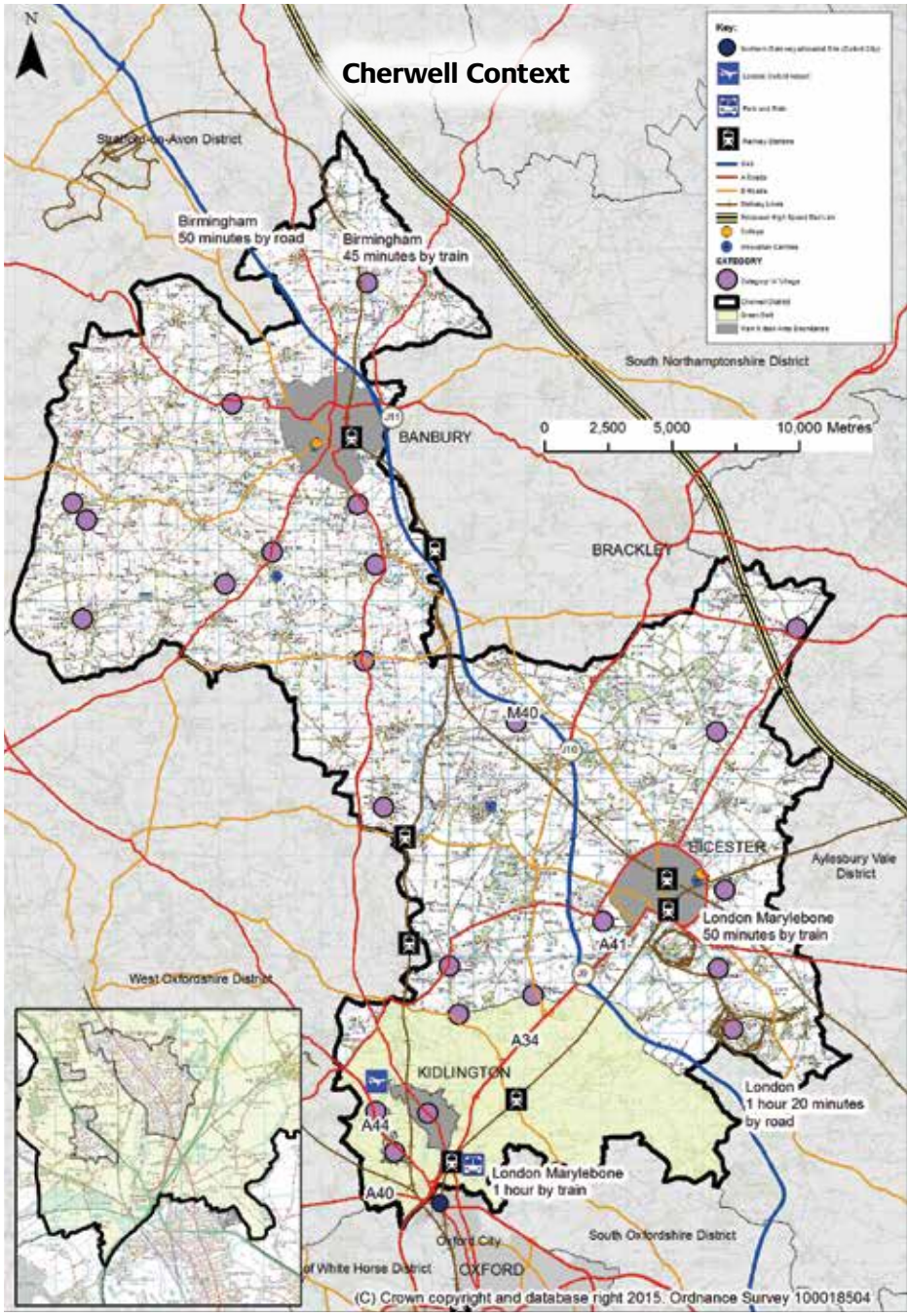
The approved Local Plan seeks to boost significantly the supply of housing to meet Cherwell's own needs – some 22,840 homes (2011-2031).

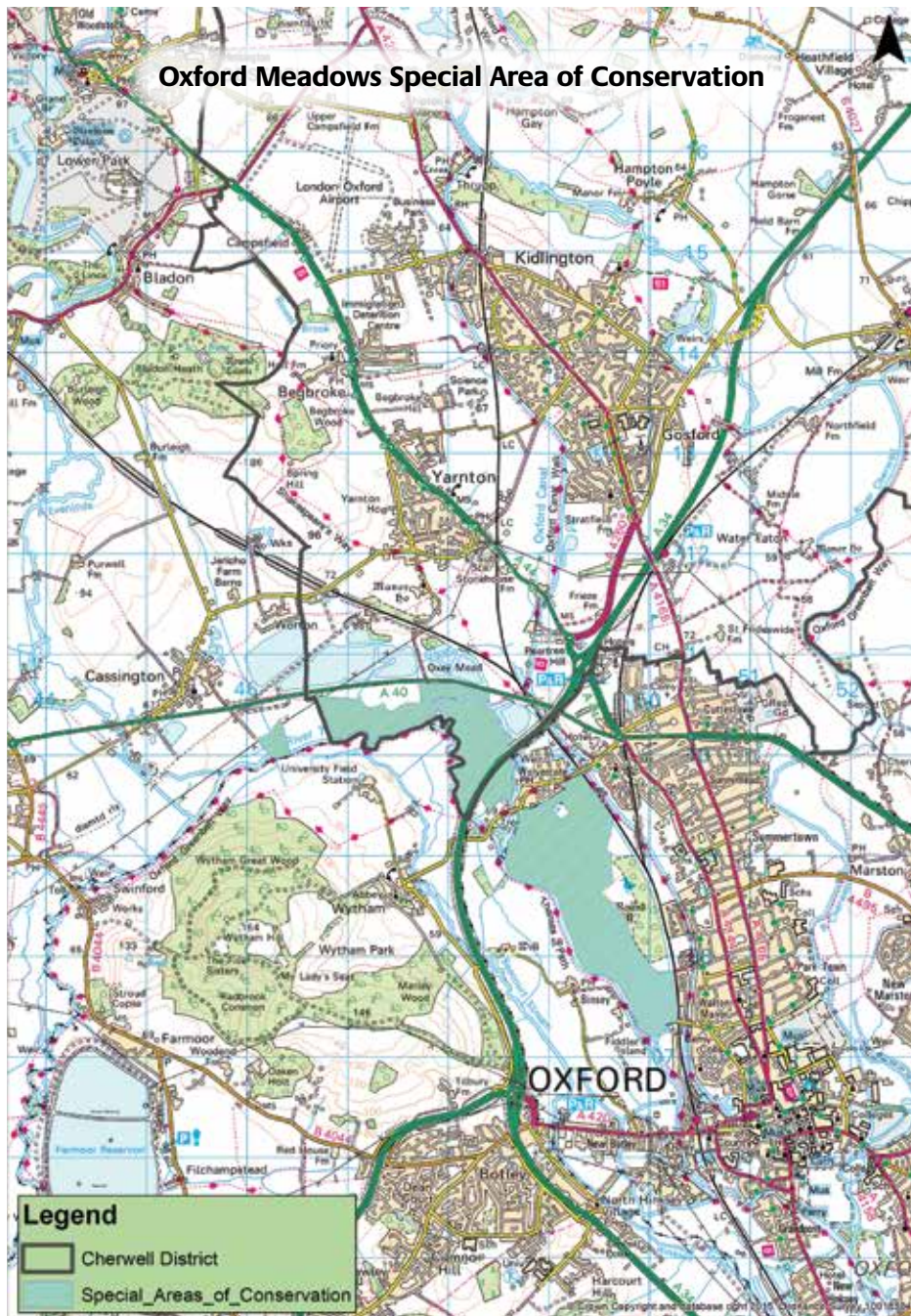
It includes strategic development sites at Banbury and Bicester for housing, employment and open space and further development at the approved new settlement at Former RAF Upper Heyford.

Q3. Cherwell Issues

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







Draft Vision and Objectives

In January 2016 we sought views on the issues that we needed to consider in planning to help meet Oxford's unmet housing need.

A summary of issues raised during the consultation is included in a separate Statement of Consultation.

We have reviewed all the comments made so far. We have also considered relevant strategies and issues. We have had regard to evidence produced so far including an Initial Sustainability Appraisal.

We have more work to do but would like your views on a draft vision and objectives for the Partial Review of the Local Plan. The objectives are numbered as a continuation of those in the adopted Cherwell Local Plan 2011-2031 (Part 1)

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

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

Q4. Draft Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

Do you support the draft vision?
Are changes required?



Draft Strategic Objective SO16

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

Q5. Draft Strategic Objective SO16

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

Draft Strategic Objective SO17

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

Q6. Draft Strategic Objective SO17

Do you support draft Strategic Objective SO17?

Draft Strategic Objective SO18

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

Q7. Draft Strategic Objective SO18

Do you support draft Strategic Objective SO18?

Draft Strategic Objective SO19

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

Q8. Draft Strategic Objective SO19

Do you support draft Strategic Objective SO19?

Identifying Options

To deliver a vision and meet a set of objectives for providing additional housing for Oxford, we need to identify and test reasonable options or alternatives for development locations in the interest of achieving a sustainable approach.

Areas of Search

Nine 'Areas of Search' have been established across the whole of the district to examine the most sustainable broad locations for further growth.

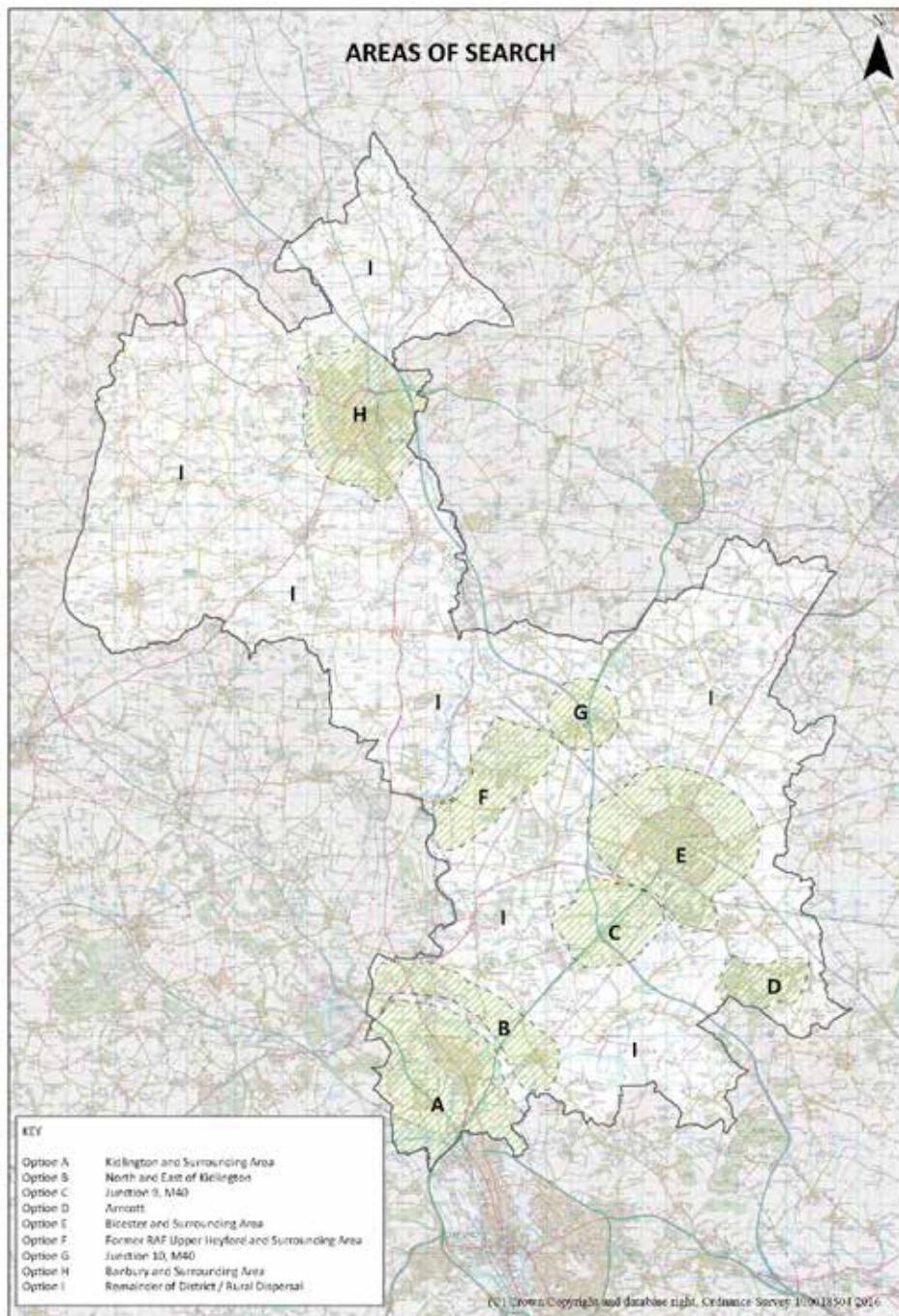
Option Ref.	Areas of Search
Option A	Kidlington and Surrounding Area
Option B	North and East of Kidlington
Option C	Junction 9, M40
Option D	Arcott
Option E	Bicester and Surrounding Area
Option F	Former RAF Upper Heyford and Surrounding Area
Option G	Junction 10, M40
Option H	Banbury and Surrounding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

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

We would like your views on whether you consider these Areas of Search to have been reasonably defined.

Q9. Identifying Areas of Search

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



Potential Strategic Development Sites

We presently consider that sites should be capable of accommodating at least 100 homes which would be consistent with our existing Local Plan. To ensure that we do not miss potentially suitable sites, we think that sites of two hectares and above should be considered.

Q10. Site Size Threshold

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

Our Options Paper available at www.cherwell.gov.uk/PlanningPolicyConsultation identifies 142 potential sites that are being considered. Only some of these would be required to help meet Oxford's unmet housing needs.

Q11. Identified Potential Strategic Development Sites

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

Q12. Site Promotions

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

There may be other sites that we need to consider.

Q13. Other Potential Strategic Development Sites

Are there any potential sites that we have not identified?

We have also published the representations and site submissions we have received so far at www.cherwell.gov.uk/planningpolicy. You may have some comments on these.

Q14. Representations and Submissions

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

Considering Options

Initial assessments of the Areas of Search identified have been undertaken with the key strategic opportunities and constraints identified in the Options Paper.

Each Area of Search in the Options Paper has been the subject of an **Interim Transport Assessment** and an **Initial Sustainability Appraisal**



Interim Transport Assessment



Initial Sustainability Appraisal

Our work presently suggests that Areas of Search A and B would be most sustainable broad locations for identifying sites. In very general terms, this is principally due to the transport connectivity and the proximity of Areas A and B to Oxford. We have therefore undertaken early assessment of the 38 sites within Areas A and B

However, we have more work to do and the responses we receive to this consultation will be informative.

Our Options Paper (www.cherwell.gov.uk/PlanningPolicyConsultation) explains the evidence produced so far and the additional evidence that we currently expect to follow.

We have a number of detailed questions that you may wish to consider having reviewed the Options Paper, these are set out below:

Q15. Interim Transport Assessment – Key Findings for Areas of Search

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

Q16. Areas of Search - Selection of Options

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

Q17. Initial Sustainability Appraisal - Key Findings for Areas of Search

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

Q18. Strategic Development Sites - Initial Selection of Options for Testing

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

Q19. Initial Transport Assessment - Key Findings for Strategic Development Sites

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

Q20. Initial Sustainability Appraisal - Key Findings for Strategic Development Sites

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

Q21. Evidence Base

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

Delivering Options

We need to ensure that new development is supported by necessary infrastructure and can be viably delivered.

Our proposed document that we will publish for comment in 2017, will need to be supported by an Infrastructure Delivery Plan which sets what, where, when and how new infrastructure would be provided.

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

Producing a plan to meet Oxford's needs effectively provides the district with an additional five year supply requirement i.e deliverable sites providing homes within five years.

The Oxfordshire Growth Board's apportionment of 4,400 homes needs to be delivered by 2031. The Growth Board also assumes that the year 2021 is a reasonable start date for delivery having regard

to the time needed to complete Local Plan processes and for developers to obtain planning permission and to plan for implementation.

Q22. Five year land Supply Start Date

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

We also wish to consider whether it would be helpful to phase the release of land within the sites that we allocate for Oxford's needs to help encourage delivery and to identify effective monitoring arrangements.

Q23. Maintaining a Five Year Land Supply

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

Q24. Monitoring Delivery

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

Have your say

This consultation is taking place from Monday 14 November 2016 to Monday 9 January 2017.

The Options Paper and related documents, including a representation form, are available online at www.cherwell.gov.uk/planningpolicyconsultation

The consultation paper is accompanied by an Initial Sustainability Appraisal Report, on which comments are also invited.

Copies of the consultation documents are available to view at public libraries across the Cherwell District, at the Council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury. In Oxford, hard copies are available at the Oxford City Council offices at St.Aldate's Chambers and at Old Marston and Summertown Libraries.

Staffed Exhibitions

- Castle Quay Shopping Centre, Banbury OX16 5UN – Saturday 26 November 2016 - 10am to 6pm
- Franklins House, Wesley Lane, Bicester, OX26 6JU – Saturday 3 December 2016 - 10am to 6pm
- Cutteslowe Pavillion, Cutteslowe Park, Oxford, OX2 8ES (nb not exact postcode, this is a nearby building, do not use for sat nav) – Saturday 10 December 2016 - 10am to 6pm
- Exeter Hall, Exeter Close, Kidlington OX5 1AB – Monday 19 December 2016 - 2pm to 9pm

Please email your comments to:

PlanningPolicyConsultation@cherwell-dc.gov.uk

Or send by post to:

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

Representations should be received no later than
Monday 9 January 2017.

Your comments should be headed 'Partial Review Options Consultation'

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

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return.

Acknowledgements by post should be received within five working days of your response being received.

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

Any comments received will be made publicly available.

Next Steps

The responses we receive will be used in the further consideration of issues and options, in completing our evidence base and in preparing a proposed document which we will publish for comment in 2017. The current timetable for the Local Plan Part 1 Partial Review is set out below.

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

Glossary of Terms

Duty to Cooperate – a legal duty introduced by the Localism Act 2011. In preparing Local Plans, Local Authorities must engage constructively, actively and on an on-going basis.

Initial Sustainability Appraisal Report – The Sustainability Appraisal process needs to help develop and refine the options and assesses the effects.

Interim Transport Assessment – To help inform the identification and initial assessment of options for the preparation of the Local Plan (Part 1) Partial Review.

Local Transport Plan – Sets out Oxfordshire County Council's transport vision and explains how we will work with our partners to deliver the plan over the next 16 years.

National Planning Policy Framework – national guidance produced by the Government to be followed in preparing Local Plans and determining planning applications.

Oxford Housing Strategy – The strategy identifies what the key issues for housing are over the next three years (2015-2018) and what Oxford City Council and its partners are planning to do to overcome them and help deliver the 'The Housing Offer' to the people of Oxford.

Oxford Transport Strategy – Sets out Oxfordshire County Council's transport vision and strategy for Oxford over the next 20 years, as part of the fourth Local Transport Plan (LTP4).

Oxfordshire Growth Board – a joint committee including local authorities in Oxfordshire and other non-voting members including the Environment Agency, Network Rail & Highways England. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal 'Duty to Cooperate'.

Oxfordshire Housing Market Area – the subregional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire.

Oxfordshire Strategic Housing Market Assessment – a study produced in 2014 by consultants on behalf of the Oxfordshire local authorities which contains an 'objective' assessment of housing needs across Oxfordshire. It is objective in that it does not apply constraints to the level of need.



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

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

Email: planning.policy@cherwell-dc.gov.uk
Call: 01295 227985

Public Consultation

14 November 2016 to 9 January 2017

Cherwell Local Plan Partial Review - Oxford's Unmet Housing Need



Options Consultation - Your Chance to Comment

Cherwell District Council is undertaking a Partial Review of its Local Plan to determine how it can help Oxford with its unmet housing need.

It would like your views in preparing the Review.

All Oxfordshire Councils have accepted that Oxford cannot fully meet its own housing needs.

As its contribution, Cherwell District is being asked to accommodate 4,400 homes by 2031 in addition to the housing planned to meet its own needs.

Cherwell District Council has previously sought views on the issues it needs to consider in planning for the additional

development. It has considered these comments and is now consulting on options for housing development.

Are you also interested in how Cherwell funds its development infrastructure?

Cherwell District Council is also consulting on its draft Community Infrastructure Levy (CIL) and a Draft Developer Contributions Supplementary Planning Document.



View the documents The consultation documents are available on-line at www.cherwell.gov.uk/planningpolicyconsultation. Or contact Cherwell District Council on 01295 227985 for details on where you can view hard copies

Hear more details Speak to Cherwell officers at public exhibitions:

- Castle Quay Shopping Centre, Banbury OX16 5UN – Saturday 26 November 2016 -10am to 6pm
- Franklins House, Wesley Lane, Bicester, OX26 6JU – Saturday 3 December 2016 -10am to 6pm
- The Pavillion, Cutteslowe Park, Oxford OX2 8ES – Saturday 10 December 2016 -10am to 6pm
- Exeter Hall, Exeter Close, Kidlington OX5 1AB – Monday 19 December 2016 - 2pm to 9pm

your place • your space
• your say

Have
your say

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

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

For more information call 01295 227985

THE CHERWELL LOCAL PLAN 2011 – 2031 (PART 1) PARTIAL REVIEW – OXFORD'S UNMET HOUSING NEED
OPTIONS CONSULTATION 14 NOVEMBER – 9 JANUARY 2016 – REPRESENTATION FORM

**THE CHERWELL LOCAL PLAN 2011 – 2031 (PART 1)
PARTIAL REVIEW – OXFORD'S UNMET HOUSING NEED
OPTIONS CONSULTATION**

Representation Form

Cherwell District Council is currently consulting on a Partial Review of the Cherwell Local Plan Part 1. The Partial Review is not a wholesale review of the Local Plan Part 1, which was adopted by the Council on 20 July 2015. It focuses specifically on how to accommodate additional housing and supporting infrastructure within Cherwell in order to help meet Oxford's unmet housing needs.

It is available to view and comment on from **14 November 2016 – 9 January 2017**.

To view and comment on the document and the accompanying Initial Sustainability Appraisal Report please visit www.cherwell.gov.uk/planningpolicyconsultation. A summary leaflet is also available.

The consultation documents are also available to view at public libraries across the Cherwell District, at the Council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury. In Oxford, hard copies are available at the Oxford City Council offices at St Aldate's Chambers, at Old Marston Library and at Summertown library.

You may wish to use this representation form to make your comments. Please email your comments to planningpolicyconsultation@cherwell-dc.gov.uk or post to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA no later than Monday 9 January 2017.

You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return. Acknowledgements by post should be received within five working days of your response being received. If you do not receive a written acknowledgement, please contact the Planning Policy Team on 01295 227985.

Please note that all comments received will be made publicly available.

Please complete one box/sheet per question.

Representations must be received by Monday 9 January 2017

Visit www.cherwell.gov.uk/planningpolicyconsultation

Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA or email to PlanningPolicyConsultation@cherwell-dc.gov.uk

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 2 – Spatial Relationship to Oxford	Do you agree that we need to specifically meet Oxford's needs in planning for the additional housing development?
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 3 – Cherwell Issues	Are there any new issues that we need to consider as we continue to assess development options?
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 4 – Draft Vision for Meeting Oxford’s Unmet Housing Needs in Cherwell	Do you support the draft vision? Are changes required?
Please use this space to enter your comments.	

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 5 – Draft Strategic Objective SO16	Do you support draft Strategic Objective SO16? Are changes required?
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Please use this space to enter your comments.

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 6 – Draft Strategic Objective SO17	Do you support draft Strategic Objective SO17? Are changes required?
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Please use this space to enter your comments.

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 7 – Draft Strategic Objective SO18	Do you support draft Strategic Objective SO18? Are changes required?
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Please use this space to enter your comments.

<p>Please continue on another sheet if necessary.</p>

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 11 – Identified Potential Strategic Development Sites	Do you have any comments on the sites we have identified? Please provide the site reference number when providing your views.
<p>Please use this space to enter your comments.</p>	
<p>Please continue on another sheet if necessary.</p>	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 12 – Site Promotions	Do any site promoters / developers / landowners wish to provide updated or supporting information about your sites?
<p>Please use this space to enter your comments.</p>	
<p>Please continue on another sheet if necessary.</p>	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 13 – Other Potential Strategic Development Sites	Are there any potential sites that we have not identified?
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 14 – Representations and Submissions	Do you have any comments on the representations and submissions we have received so far. Do you disagree with any we have received? Please provide the representation number where applicable.
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 15 – Interim Transport Assessment – Key Findings for Areas of Search	Do you have any comments on the Assessment and its findings?
Please use this space to enter your comments.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 18 – Strategic Development Sites – Initial Selection of Options for Testing	Do you agree with the initial selection of site options for testing?
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 19 – Interim Transport Assessment – Key Findings for Strategic Development Sites	Do you have any comments on the Assessment and its findings?
Please use this space to enter your comments.	
Please continue on another sheet if necessary.	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 20 – Initial Sustainability Appraisal – Key Findings for Strategic Development Sites	Do you have any comments on the SA's initial findings for sites?
Please use this space to enter your comments.	

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 21 – Evidence Base	Do you have any comments on our evidence base? Are there are other pieces of evidence that we need to consider?
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Please use this space to enter your comments.

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 22 – Five Year Land Supply Start Date	Is 2021 a justified and appropriate start date for being required to meet Oxford's housing needs and to deliver a five-year supply?
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Please use this space to enter your comments.

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 23 – Maintaining a Five Year Land Supply	Do you agree that phasing of land release within individual strategic development sites will promote developer competition and assist the maintenance of a five year housing supply to meet Oxford's unmet housing needs? What alternatives would you suggest?
--	--

Please use this space to enter your comments.

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

Question 24 – Monitoring Delivery	Are there any proposals you would like us to consider to ensure that the final plan is delivered and sustainable development is achieved.
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Please use this space to enter your comments.

Please continue on another sheet if necessary.

2. The Cherwell Local Plan Part 1 Partial Review – Initial Sustainability Appraisal Report

Initial Sustainability Appraisal Report

Do you have any comments on the Initial Sustainability Appraisal Report accompanying the Local Plan Part 1 Partial Review consultation?

Please make it clear to which part of the Sustainability Appraisal your comments relate.

Thank you for taking the time to respond to this consultation. Please ensure your comments are submitted by 9 January 2017.

Memorandum of Co-operation between the local authorities in the Oxfordshire Housing Market Area

Meeting the Objectively Assessed Need for Housing in Oxfordshire

1.0 Introduction

- 1.1 The National Planning Policy Framework (NPPF) requires Local Planning Authorities (LPA) to have a clear understanding of housing needs in their area. To achieve this, they should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The SHMA should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period. This is a key part of the evidence base to address the NPPF requirement of ensuring that Local Plans meet the full, objectively assessed needs for market and affordable housing in the housing market area.
- 1.2 The Localism Act 2011 places a Duty to Co-operate on Local Planning Authorities (LPA). This requires them to engage constructively, actively and on an on-going basis in the preparation of development plan documents where this involves strategic matters. National policy in the NPPF adds to this statutory duty and states that it expects LPAs to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts.
- 1.3 The Oxfordshire SHMA 2014 identifies an objectively assessed range of housing need for Oxford of between 24-32,000 homes for the period 2011-2031. The Oxford SHLAA demonstrates that Oxford will not be able to meet all of its housing need within its own boundaries and all Oxfordshire LPAs, together with Oxfordshire County Council agree that assisting Oxford to meet its unmet housing need is a key element of the Duty to Co-operate.
- 1.4 The purpose of this Memorandum of Co-operation is to formally record and make public the agreement of 5 Oxfordshire Local Authorities', under the Duty to Co-operate to the position as set out in this Memorandum, subject to LPA ratification by their full Councils as part of their individual Local Plan preparation.

2.0 The Oxfordshire Housing Market Area

- 2.1 The Oxfordshire Housing Market Area comprises all five Oxfordshire districts; Cherwell, Oxford City, South Oxfordshire, Vale of White Horse and West Oxfordshire.

3.0 Demonstrating the Duty to Co-operate

- 3.1 The five districts within the housing market area, together with Oxfordshire County Council, have collaborated to meet the requirements of the NPPF set out in section 1.2 by addressing the requirement under the Duty to Co-operate to accommodate the unmet housing need for Oxford.
- 3.2 The outputs from this collaboration are the Post SHMA Strategic Work Programme (the Programme). The Programme is a collection of projects designed to enable the six councils of Oxfordshire to arrive at an agreed apportionment of an agreed level of unmet need for Oxford.

3.3 The working assumption for the agreed level of unmet need for the purpose of the Programme is 15,000 homes. This figure is subject to testing through the Oxford Local Plan review

3.4 The apportionment agreed by the five councils who are signatories to this Memorandum is as follows.

	Proportion of unmet need apportioned
Cherwell DC	4400
Oxford City Council	550
South Oxfordshire DC	4950
Vale of White Horse DC	2200
West Oxfordshire DC	2750
Total	14850

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

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

4.0 Timetable for implementation

4.1 The anticipated timetable for adoption of the agreed apportionment through each individual LPA Local Plan process is as follows.

Cherwell District Council

The council intends to submit its revised Local Plan, including its share of the apportionment in June / July 2017.

Oxford City Council

Work commenced on Oxford's Local Plan review in January 2016. The Council aims to submit the Plan for examination in December 2018 with adoption anticipated during 2019.

South Oxfordshire District Council

The council proposes submission of its draft Local plan including its response to the apportionment in spring 2017 with adoption in early 2018.

Vale of White Horse District Council

The Vale Local Plan 2031: Part 1 is currently at Examination with adoption anticipated early in 2017. Work has commenced on the Local Plan 2031: Part 2 that will address the proportion of Oxford's unmet to be addressed in Vale. It is anticipated that this plan will be submitted in February 2018.

West Oxfordshire District Council

The council intends to respond to the Inspector's preliminary findings with a package of suggested changes to the submission Local Plan in October 2016. The Council proposes that the suggested changes will address its apportionment of Oxford's unmet need and anticipates that the Plan will be adopted in September 2017.


5.0 Conclusion

5.1 The five authorities that form signatories to this Memorandum agree that the figures in the table 3.4 above represent the agreed apportionment, by district of the agreed level of unmet housing need for Oxford, in order to meet the overall objectively assessed need for additional housing within the Oxfordshire Housing Market Area to 2031.

Signed on behalf of

Cherwell DC..... 

Oxford City Council..... 

Oxfordshire County Council..... 

Vale of White Horse DC..... 

West Oxfordshire DC..... 

Cherwell District Council- Local Plan Part 1-Partial Review

Developer Contributions and CIL

Parish Workshop (Bicester) Wednesday 7 December 2016

6pm – 8pm

Purpose:

Parish Councils were invited to a consultation workshop as part of the Options consultation on the Partial Review of the Cherwell Local Plan Part 1 during November 2016 – January 2017. The Draft Developer Contributions Supplementary Planning Document and Draft Charging Schedule for the Community Infrastructure Levy were also discussed at the workshops. The workshops took the form of group discussions on the agenda items set out below (the agenda was circulated in advance to the parishes). On arrival, parishes were split into groups and each group discussed each agenda item. The group discussions were facilitated by a member of the Planning Policy team with support from a colleague. This document summarises the discussions that took place.

Two workshops took place for parishes in the south and north of the District on 7 and 12 December 2016 respectively.

Agenda:

- Introduction to the workshop and the consultation documents given by David Peckford, Planning Policy Team Leader, Cherwell District Council

Discussion on the following agenda items took place amongst each individual table group:

- Partial Review – Context/Approach
- Draft Vision and Strategic Objectives
- Considering and Delivering Options
- Developer Contributions SPD and CIL

Table Number	Facilitator and Assistant	Parish Councils
1	Sharon Whiting & Chris Cherry	Islip
		Kidlington
		Yarnton
		Cllr Billington (Kidlington PC)
		Cllr Simpson (Kidlington PC)
2	Maria Dopazo & Andy Bowe	Cllr Sibley(Bicester TC)
		Cllr Lis (Bicester TC)
		Chesterton
		Launton
		Wendlebury
3	Chris Thom & Lewis Banks- Hughes	Blackthorn
		Caversfield
		Middleton Stoney
		Piddington

		Woodstock
4	Yuen Wong & Sunita Burke	Fringford
		Kirtlington
		Noke
		Launton
		Shipton on Cherwell

Table 1

Partial Review – Context/Approach

- 4400 is a large figure.
- There are pressures from the City to have housing close to Oxford.
- Oxford housing need is unique. It is different from the rest of the County.
- The need is for affordable housing
- The Council’s policy is for 35% affordable housing which the Council is not always achieving.
- If the housing goes to Banbury and Bicester there will be traffic congestion for commuters
- Need a balance of housing and employment in Oxford to reduce ‘in’ commuting.
- Oxford should use employment sites for housing
- Reference to employment site at Langford Lane
- SW refers to emerging Transport Strategy
- Problems with convenience and price of P&R sites
- The road network around Oxford is a major constraint
- Problems of traffic congestion in Islip
- Need to solve problems of infrastructure before considering new housing
- How CIL and S106s agreements will deliver infrastructure

Draft Vision and Strategic Objectives

- The partial review should have the same vision as the adopted Cherwell Local Plan
- Impact on 5 year housing land supply
- Discussion around the release of MOD land eg Arncott
- Is Oxford City delivering housing on the scale required? Why are the build rates below expectation?
- SW refers to ‘Duty to Co-operate’ and commitment in adopted Plan to meet Oxford’s needs.
- Should there be compensation for loss of Green Belt and enhancement of remaining Green Belt?
- SW refers to new Cherwell DC Green Belt Study

Considering and Delivering Options

- Concerns expressed about Oxford taking over parts of Kidlington and Gosford
- Need a radical public transport solution for Oxford
- Major development will radically change character of Kidlington. This is a major social issue
- Would be helpful to know about proposed housing in adjacent districts – cumulative impacts

- Railway connections a key component of Transport Study
- SW advised that there would need to be a dialogue with railway companies
- Are there the resources in Banbury and Bicester to build houses?
- Questions about sustainability of 'deliverability' of sites
- The Green Belt is not sacrosanct
- Need to assess capacity on railways

Developer Contributions SPD and CIL

- SW gave a brief introduction and description of these documents

Summary of Key Issues

- Can we seek contributions from the City for infrastructure in Cherwell?
- 4400 house seems high
- Need infrastructure before houses
- Traffic congestion and transport are key concerns
- If it is Oxford's need why does Cherwell need to fund it?
- Lack of progress on Oxford's housing sites delivery

Table 2

Partial Review – Context/Approach

- Still testing housing numbers
- Why timeframe and why hurry to do it? Why not do at same time as rest of Oxon?
- Growth Board commitment to work together
- West Oxon less apportionment because of constraints
- Planning powers for each local planning authority to accommodate Oxford's unmet needs
- Cherwell Local Plan (CLP) Part 1 commitment to look at Oxford's unmet Need (OUN) CLP adopted subject to reviewing it in 2 years
- Why do we have to review CLP already when other districts aren't doing it? Already lots of houses / development being built/ why do we have to accept another 4.5k houses?
- Adopted CLP to guide development to areas to secure 5 years housing land supply
- How does budget announcement on Oxford to Cambridge corridor change things? Would this not be better process? LP runs to 2031 but development will be longer than that
- Bicester eco town will be ghost town created by expressway
- What are benefits for Bicester? What infrastructure will be provided? Can't cope with what we've got already in Bicester – need jobs, shops,
- We build houses but there are no jobs planned
- Average House price in Bicester £60-70k more than Banbury
- Local housing for local needs
- Not building houses for local people
- Need to give people options e.g. people moving out of Witney because of difficulty of getting to Oxford
- Transport links to Oxford lagging behind housing development
- Vision and objectives considering all issues to set framework for development, rationale for development and growth.

- OTS providing transport infrastructure to support
- Government refused to support upgrading of A34 etc.
- Development not delivering infrastructure
- Railtrack spending £18m on Islip station
- Need more time to do review – unfortunately not got more time.
- If Oxford not prepared to meet unmet need why not get Oxford to contribute to cost of infrastructure – complicated – has Growth Board addressed this? City Deal bids – Growth Board to have a remit to look at funding bids for infrastructure – deal to commercialised local authorities each site to give something. Cannot take growth of Oxford and don't know Oxford's contribution.
- Need to strengthen CLP1 and need more evidence
- Some parties e.g. City and developers, will want some growth.
- Next stage transport modelling, impact on biodiversity to see if can accommodate growth around Oxford. Some initial evidence on transport.
- 5 year housing land supply –
- West Oxfordshire District Council (WODC) is preparing Modifications and submitting its Local Plan
- Problem need to address as a whole county, congestion problems around Oxford already
- Safety of A34 - risks need to be addressed but Cherwell District Council is not road planner
- Evidence needs to be based on what is impact on infrastructure
- Building more science parks north of Oxford - makes sense to put houses in North Oxford
- Worry about workload of officers to prepare partial review - too many words for consultees to read!!!
- Neighbourhood Plans (NP) not taken into account in planning partial review – Local Plan partial review needs to comply with NP
- Price of railway travel = people drive

Draft Vision and Strategic Objectives

- What is Oxford's vision to use brownfield land for development?– District is taking its vision to change to match Oxford's needs. How much does one vision have to change to accommodate that of the others?
- Difficult compromise for planners and residents – search areas do not fit with vision for CDC growth.

Considering and delivering Options

- Cluster C – sprawl development around motorway junction – initial transport evidence does not support area C
- Area E – Bicester – touching area C at SW end, same things apply
- Wendlebury Greenfield site , in flood plain for Oxford not close to Bicester Wendlebury, congestion on travel, not enough infrastructure J9, A34 rat running, away from focus for development
- Anything else on north side of Bicester will create more problems. Further development will add further traffic.
- Ring road is in wrong place – build new ring road or traffic increase will be unacceptable.
- Sewage capacity at Bicester STW at capacity – no plans to improve – health infrastructure in Bicester – GPs already closing.
- Garden town, healthy new town eco town in jeopardy with growth
- Social issues – growing too fast does not allow people to integrate creates ghettos

- How fast can you grow a town and make it a good place to live? Town centre not designed for size of town. Not sure Bicester can grow fast and still be a good place to live?

Developer Contributions SPD and CIL

- Will developers pay more or less?
- Exemptions from CIL e.g. affordable housing
- S106 still applied for mitigation specific to development
- Schools are on list but still a problem
- CIL system is convoluted
- Negotiate with CDC on spend
- CDC will need to publish programme of where money spent a percentage 15% to parishes if no NP 25% if do have NP
- Threshold for affordable housing
- CIL is non-negotiable s106 is negotiable
- Map of charges – less viable area pay less. Highest land values north of Oxford, lowest in rural areas
- Will affect final cost of property? Town centre retail no charge to preserve town centre viability – viability led.
- Self-build should contribute because puts pressures on local infrastructure

Summary of Key Issues

- Green Belt is not sacrosanct
- South of District preferred
- Spatial relationship to Oxford
- Need for Oxford – close to Oxford
- Infrastructure needs to be considered first
- Loop (Route) to Park and Rides
- Who is going to fund the infrastructure?
- Integrated cycle paths through to Oxford
- Areas A & B preferred
- Support for CIL and Developer Contributions

Table 3

Partial Review – Context/Approach

CT advised that on Plan PR150 – Change title from Bicester to Caversfield

- Questions about process and how sites were selected. CT explained process.
- We can't accommodate houses in Bicester for people working in Oxford. Most people here would oppose it. Page 18 of main consultation document appoints 3 sites around Kidlington. This would be the most appropriate site given proximity to Oxford. Why do we have to accommodate Oxford's housing need? Concern about A34 and traffic.
- Importance of Green Belt noted
- Noted that Oxford was proposing to build on golf courses
- Sites around Yarnton and Kidlington have been identified, why can't these be accepted?

- There must be areas within the Green Belt which can be used
- Discussion about the numbers for adjoining districts including South Oxfordshire figure
- Discussion about the SHLAA and whether it was determined by developers
- CT responded by explaining about economic growth rate and origin of SHLAA figures
- Why aren't the houses located in Oxford?
- Are houses in South of the district suited to people commuting to London?
- How do we ensure that new units are taken by local people?

Draft Vision and Strategic Objectives

- Discussion about objectives
- Oxford dominated by NHS and universities. Retail is not doing well and the start-ups outside of Oxford so why are we building houses for Oxford.
- Oxford has new employment near north of Oxford.
- Banbury suitable location for development compared to Bicester
- Can Cherwell give Kidlington to Oxford?
- If Oxford had a unitary authority then the boundaries would need to be changed.
- New Oxford to Cambridge Road will result in even more housing for people living in Cambridge.
- There is quite a lot of commuting between Oxford and Cambridge

Considering and Delivering Options

- When developers were asked to put sites forward were only larger sites selected?
- Too many houses and commuters and Eco town will make it worse.
- Majority view that development should be in areas A and B.
- No provision for improved transport. Question numbers we have to re-house. Woodstock doesn't want to be part of Oxford. Consequences of delivering growth not numbers.
- Caversfield is a category C village
- Sites south of Woodstock will not benefit Woodstock – Woodstock will become a commuter town.
- Site in Caversfield already turned down on appeal.
- Heyford is a viable option
- There are historic constraints at Heyford
- Station and transport network around Heyford need to be upgraded
- Oxford Unitary Authority not sustainable
- Disparity about size and mix of houses. What's needed is smaller units e.g. 1 bed units. Developers are only providing executive housing.
- If we have lots of houses, we need the services to accommodate them
- Woodstock has Stagecoach buses like Bicester – and people use them
- All Woodstock buses run by Stagecoach and as frequency goes up so does usage
- If Oxford is going to provide employment then we should not provide housing
- If we are going to provide housing, it needs to be small, affordable. New areas of recreation should be provided within area A

- Live work units might provide the option for employment in mainly residential areas
- Oxford should be providing employment if we are providing their housing need.
- All sites in Areas A and B have been assessed within the SA
- West Oxfordshire also looking for areas around Woodstock near areas A and B
- Sites near Oxford Parkway supported
- Shipton Quarry – supported site but we need new railway station
- Housing won't be built unless developers want to build. What measures are being taken by government to encourage house building?
- If we opt for options A and B, why are we even considering the other sites and villages?

Developer Contributions and CIL

- Contributions around Woodstock should go to nearest village/settlement not remote parishes
- Mentioned Piddington. Towns get the funding from new development not smaller parishes.
- We wouldn't want a village hall. We would like to secure open spaces and purchase them from developers which are holding them for housing. CIL would contribute towards play equipment.
- No particular view on CIL but more to do with weight limits etc.
- Would like refurbished village hall from CIL contributions and improvements to transport e.g. speed and weight enforcement

Summary of Key Issues

- Roads and Transport
- AONB should be established near Oxford
- Serious work to sort out transport around Oxford e.g. trams etc.
- Should Cherwell provide housing for Oxford?
- Don't protect all of the Green Belt e.g. in A and B apart from near Woodstock
- No industrial/commercial development
- No out of town shopping centre in Woodstock
- Smaller units and social housing
- Some CIL possibilities
- Constraints - Blenheim – World Heritage Site and Roman villa on proposed site near Woodstock
- Caversfield is within a conservation area.

Table 4

Partial Review – Context / Approach

- General consensus and support for A and B option. It is better if this is located close to Oxford. Cycle tracks to Summertown.
- A40 – Woodstock – straight route based on the existing transport links
- Are we talking to environmentalist?
- GP Policy – is not sacrosanct? Encroachment is likely

- County/Town Policy – now need for a greater strategy. Protect communities in the GB. GB zone is starting to change.
- Around Park and Ride the flood plain must be appropriately built
- Green Belt should be reviewed.
- Location should be close to Oxford as it is for Oxford's need.
- Huge improvement to infrastructure is required
- Points of principle. Not to worry so much about GB – look at individual villages/sites.
- It is legitimate to look at GB – Concept of the GB – Review
- Infill policy – object to 100 homes in villages – may support 10 homes.
- Any realistic prospect of building in the GB
- Oxford housing identified as need for Oxford.

Draft Vision and Strategic Objectives

- Agree with the vision and objectives. Housing units means number of doors – should be a variety of homes and not 4 and 5 bed homes.
- Oxford housing need is for affordable housing and key workers accommodation
- Missing clarity on Infrastructure – Infrastructure should come first – before housing
- Existing infrastructure doesn't work – you are talking about misery.
- Affordability
- Put genuine cycle paths through farms – rural cycle lanes
- Links to Oxford Parkway. All traffic and roads lead to the centre of Oxford. Need loop outside Oxford. Ring Road is not a Ring Road.

Considering and delivering Options

- Areas of search
- Hospital buses – better connections to key destinations without having to go through the centre of Oxford.
- Woodstock – A44 – closer to Oxford.
- 2021 – 2031 – Phasing strategy
- Affordable housing policy in the Local Plan.
- Build close to Oxford

Developer Contributions SPD and CIL

- CIL – 3 areas
- What is your (Council's) target revenue generation? -----DP – No target
- Strategic sites have S106 – CIL does not apply to these site – ECO Town and Heyford Park have S106 agreements in place for the permissions approved.
- Clarification on affordable housing and Viability
- What can the CIL money be spent on? – Infrastructure
- Welcome receiving 15% CIL for Parishes and 25% for those with the Neighbourhood Plan.
- S106 is currently used to secure a developer contribution which is negotiated on a site by site basis. Once CIL is in place and adopted by the Council, it will be able to start collecting CIL moneys from developments. CIL cap.
- All Parishes welcomed and support both documents.

Summary of Key Issues

- Need investment in transport, traffic and roads
- Should Cherwell provide it all?
- Don't protect all the Green Belt
- In A&B but not Woodstock
- Social housing
- No employment
- Some possibilities for CIL

Cherwell District Council- Local Plan Part 1-Partial Review

Developer Contributions and CIL

Parish Workshop (Banbury) Monday 12 December 2016

6pm – 8pm

Purpose:

Parish Councils were invited to a consultation workshop as part of the Options consultation on the Partial Review of the Cherwell Local Plan Part 1 during November 2016 – January 2017. The Draft Developer Contributions Supplementary Planning Document and Draft Charging Schedule for the Community Infrastructure Levy were also discussed at the workshops. The workshops took the form of group discussions on the agenda items set out below (the agenda was circulated in advance to the parishes). On arrival, parishes were split into groups and each group discussed each agenda item. The group discussions were facilitated by a member of the Planning Policy team with support from a colleague. This document summarises the discussions that took place.

Two workshops took place for parishes in the south and north of the District on 7 and 12 December 2016 respectively.

Agenda:

- Introduction to the workshop and the consultation documents given by David Peckford, Planning Policy Team Leader, Cherwell District Council

Discussion of the following agenda items took place amongst each individual table group:

- Partial Review – Context/Approach
- Draft Vision and Strategic Objectives
- Considering and Delivering Options
- Developer Contributions SPD and CIL

Table Number	Facilitator and Assistant	Parish Councils
1	Chris Cherry & Andy Bowe	Gosford and Water Eaton
		Kidlington
		Hampton Gay and Poyle
		Woodstock
		Duns Tew
2	Chris Thom & Tom Plant	Cllr Reynolds (Drayton)
		Kirtlington
		North Newington
		Wroxton
3	Yuen Wong & Sunita Burke	Bloxham
		Banbury Town Council
		Sibford Ferris
		South Newington
4	Maria Dopazo & Kevin Larner	Adderbury
		Bodicote

		Stoke Lyne
		Steeple Aston

Table 1

Partial Review – Context/Approach

- Affordable housing should be located near Oxford Parkway Railway station and Water Eaton Park and Ride
- “Commuter belt” along railway
- Local Plan can specify affordable housing percentage but needs to be balanced against viability
- What is Oxford’s requirement? Type of people? What is Oxford’s employment type – needs to match type of homes to be provided in partial review?
- What is being used to determine need? SHMA explained
- Oxford should build on its Green Belt
- Option of Green Belt release should be explored e.g. Southfield Golf Club could be relocated to a Green Belt site
- Oxford City wants growth closer to the city
- Is it reasonable to consider Banbury?
- Key issues are connectivity; building communities and deliverability (what can the market deliver?)
- Other infrastructure requirements include schools and doctors
- Oxford City Council has set out what it needs but development needed to provide it assuming 4.4k homes close to Kidlington
- Banbury, Bicester and Kidlington may be able to take more housing development. If development is distributed widely in small sites then there is less chance of securing developer contributions to deliver infrastructure
- Stakeholders favoured larger developments to fund infrastructure
- Continue county towns strategy but concerns of transport issues and links North of Oxford requiring infrastructure.
- Green Belt is not sacrosanct but needs to be protected/defended – need separation between Oxford and Kidlington, countryside and protection of flood plain

Draft Vision and Strategic Objectives

- Don’t agree with the strategic objectives
- What is definition of “affordable”?
- Supporting Oxford’s needs is important and importance should be emphasised
- Transport links are major constraint
- Need good transport links/infrastructure with infrastructure in advance of development
- CDC needs to join up with other infrastructure providers

Considering and Delivering Options

- Langford Lane/Begbroke to support small scale employment and around Pear Tree
- If don’t want anything between Oxford and Kidlington then puts pressure on Kidlington
- Should put sites on A44 not on A4260
- All roads are congested/at capacity

- Need more transport infrastructure
- Not PR 27 (The Moors) which impacts on the gap between the village and river
- PR 41 look to retain area of Green Belt
- Shipton Quarry – access to railway but deliverability issues and other constraints = not available within timescale.
- Heyford?
- NE Kidlington?
- No strong view on large sites

Developer Contributions and CIL

- Transport schools and doctors surgeries priority
- Stakeholders recognised that larger developments were likely to secure larger developer contributions to infrastructure
- No other uses suggested for CIL

Summary of Key Issues

- Can we see Oxford City's SHLAA?
- Oxford should maximise existing sites eg brownfield
- Transport Constraints
- Infrastructure delivery
- Green Belt – some incursion may be ok but need to preserve identity/character of existing towns and villages
- Need to have evidence to justify sites
- Better chance to get infrastructure with larger sites
- Need to preserve green gaps between settlements with some development close to Oxford

Table 2

Partial Review – Context/Approach

- Rural villages in Local Plan Part 2, why mentioned then in Part 1?
- Part 2 is Cherwell's need.
- Drayton becoming an extension of Banbury. Development down golf club and back of Drayton. Banbury and Bicester should expand for Oxford's unmet need.
- General discussion on meeting Oxford's need.
- Oxford should increase its densities, then this exercise would not be required.
- Should need 4,400
- SODC reneged on meeting Oxford's unmet need.
- Is this figure set in stone?
- How did CDC arrive at that figure?

Draft Vision and Strategic Objectives

- Will the housing really be affordable?
- Has Oxford looked at all its sites?

- Should initially look at Kidlington, as a bus would be required from Wroxton to Banbury.
- Attention drawn to new line from Oxford Parkway to Oxford.
- Need to build houses for people who work in Oxford.
- Banbury should not have to meet this need
- Put condition that new houses should only be for living and working in Oxford
- What is classed as affordable?
- Developers can justify what is affordable in Oxford but cannot ,however, justify its viability
- Government policy has changed re: green belt
- Kassam Stadium is in green belt
- Green belt now has lower value
- If green belt protected more growth at Drayton and Wroxton.
- We should push back to Oxford. Say no
- How did SODC get away with not working with Oxford?
- WODC would not give correct numbers. We should resist SHMA work
- If CDC agrees to 4,400 – what if CDC sets bar high re affordable houses. Does that fulfil our need on paper? Affordability a key driver.
- CDC gets to choose if green belt is developed or not.
- Process driven by developers who have a preference where they want to develop.
- Bus services important. Use of public transport to Oxford.
- Location of railway stations. Transport across Oxford. Trains direct to city and buses to city.
- Need to concentrate resources. Buses to hospital important.
- Need to build higher densities.

Considering and Delivering Options

- Options at M40 J9
- Push growth to SNC
- Need to consider Oxford and Cherwell's need – Is it Oxford's or Cherwell's 5 year housing land supply? – A and B sensible choices for development.
- Green credentials – request in the plan?
- Arncott – all houses there? EX MOD sites?
- Implications of Oxford- Cambridge express way?

Developer Contributions SPD and CIL

- S106 monies – Parish's don not see it
- S106 on site. CIL off site. – Parish's to decide how the money is spent.
- Cost of recreational equipment
- Link CIL to neighbourhood plans
- What is CIL consultation for?

Summary of Key Issues

- Housing type – affordable, density and scale
- Need new roads, bus services, cycling. Long term investment
- Continue with Areas A and B (but high land values)
- No development in villages
- Some opportunities in low value green belt (evidence needed)
- Use PDL but expensive to deliver
- Should have lower CIL on PDL to free up MOD land

Table 3

Partial Review – Context / Approach

- 4,400 - Is it a given? If South Oxfordshire doesn't deliver do we need to take it?
- The consensus was that Cherwell accommodated additional growth at the time of adoption because of the SHMA and Growth Board. The barrister for Oxford was very forceful and accommodated the additional housing need. Maybe we should use their Barrister next time?
- Not clear how the figure of 4,400 arrived at by the Growth Board – It is too much?
- What is going to happen with South Oxfordshire apportionment? If the decision is taken by whoever on the apportionment their
- Can this growth be accommodated at Upper Heyford? The allocations at Upper Heyford are based on Policy Villages 5, which covers the entire site area. It will form part of the review for LPP1 – PR
- Green Belt should be reviewed.
- Location should be close to Oxford as it is for Oxford's need.
- SHMA figure should be reviewed following Brexit as the assumptions for SHMA were based on the economic forecasts before Brexit.

Draft Vision and Strategic Objectives

- It is quicker to get to London than to Oxford from Banbury and the surrounding areas.
- Do not envisage people travelling to Oxford from Banbury. People within Oxford City want growth in Bicester as it is part of the knowledge corridor for Oxford City.
- The private rented sector in Oxford is very high and not affordable for the people who work in Oxford. There are a myriad of reasons for the shortage of housing in Oxford. It is a combination of expensive private rental market, type of housing available is not met by the demand for it. Employers are unable to recruit because of suitable housing. Families cannot afford to live in Oxford and have to move out, which involves travel into Oxford therefore not attractive to families. Oxford Colleges lobby against high rise – historic city.
- Where is the housing need?
- What is the housing need?
- Not all the academics, engineers coming to Oxford to work want to live close to their places of work.
- Salary difference

Considering and delivering Options

- Affordable housing policy in the Local Plan needs teeth to it in LPP2. It needs to make developers provide affordable housing and not use viability to lower the provision.

- Build close to Oxford
- Transport strategy is needed for Oxfordshire – County/City and not just City.
- Housing land supply update and its importance for Cherwell District, this means that it relieves pressure on villages in particular on that basis.
- National Government commitment of housing delivery. Colleges and many large developers have large land banks. The Government have been criticised for making that statement.
- Areas of Search – do you agree with areas A and B – Yes, but Bicester and Banbury can take more.
- HEELAA consists of site assessment and this is due to be reviewed and made available to public early next year. No date has been fixed
- LPP2 sites may be smaller sites.

Developer Contributions SPD and CIL

- CIL tariff is welcomed
- Welcome receiving 15% CIL for Parishes and 25% for those with the Neighbourhood Plan.
- S106 is currently used to secure a developer contribution which is negotiated on a site by site basis. Once CIL is in place and adopted by the Council, it will be able to start collecting CIL moneys from developments.
- All Parishes welcomed and support both documents.

Summary of Key Issues

- 4,400 too much
- What will happen with South Oxfordshire's apportionment?
- Grenoble Road
- SHMA should be reassessed after BREXIT
- What is the housing need? Who? Where?
- Employers in Oxford find it difficult to recruit.
- Oxford has high rents and land prices
- Preferred areas of search A&B, Bicester and Banbury

Question

Are garages included in CIL?

Answer

Yes, garages are included in the residential floor space calculations for CIL

Table 4

Partial Review – Context/Approach

- 4,400 additional homes
- 5 year supply – how will the new houses affect this?
- Cannot address until sites identified. Channel down from broad strategy first.
- Sites need to be deliverable to keep up supply.
- Transport links versus proximity to Oxford.
- Transport infrastructure not necessarily deliverable, gamble to rely on it.
- Transport subsidises cut.
- Car is preferred method realistically.

- Oxford City prefers sites close to city.
- All in one Oxford block, or spread around?
- People will buy houses according to own requirements.
- Will housing be tailored to presumed need of Oxford population?
- Do we know what mix is needed?
- Has Oxford determined who housing will be for? Further away will be primarily for commuters.
- Main need is for affordable housing, how will levels be determined?
- Want ideally cohesive self-contained communities.
- Need driven by new people moving to county.
- All economic benefit flows to Oxford and Bicester, not Banbury.
- Banbury more self-contained.
- Banbury in two LEP areas.
- Housing must be backed with employment.
- Committed economic growth will require more housing. Knowledge Corridor is planned for later.
- Planned growth areas already in Cherwell so do we use green belt or add to identified growth areas?
- Need to have all infrastructure ready.
- IDP accompanies LP1.
- All depends where sites can be found. Mobile and broadband not obliged to provide.
- Bodicote strongly doesn't want additional housing for Oxford. Should be nearer to Oxford.
- No option to do nothing.
- Green belt should be reviewed.
- Extend existing infrastructure or build brand new infrastructure in new area?
- South of district is better. Transport links are not good enough from north of district.
- Sum up – preference is for housing closer to Oxford.
- So much new development already. Already planned communities need time to develop.
- LP already identifies many village sites – how will those work with LP2 sites? Concern that rejected sites will be resubmitted.
- Percentage of social versus private.
- According to LP policy. Oxford's affordable ratio is 50% we need to decide if that can be sustained in Cherwell.
- Higher social needs better proximity to centres.
- S106 is negotiable, we have to consider if affordability is brought up.
- Neutral benefits.
- Possible to argue for share of benefits which would otherwise go to Oxford.

Draft Vision and Strategic Objectives

- Need vision that works for the whole of Cherwell.
- Objectives focus on proximity to Oxford, housing needs and working with City Council.
- Sustainability – social, economic, environmental.

- Cherwell must not be just a dormitory for Oxford.
- How will this work with Oxford's forthcoming LP?
- Consulted in summer. Policy framework is pre NPPF. SHLAA – generated more than had been envisaged
- Why are Cherwell and South taking so much more than Vale and West?
- More constraints in Vale and West (less well connected).
- In reality how deliverable is any of this? How long will this take (on top of existing quota)?
- Does CDC know how much land has existing, non actioned planning permission?
- Tabulated in AMR.
- Does CDC ask why not being delivered?
- Yes they are regularly contacted. Can consider accelerating some sites if other expected ones do not develop as expected.
- If this plan is not progressed we can expect speculative developments to start arriving.
- To what extent can CDC force/facilitate delivery of infrastructure?
- Can push/negotiate/pressure developer.

Considering and Delivering Options

- New Year – shortlist of sites then ask developers to demonstrate deliverability.
- Will developers build if not profitable?
- Cards are with developer, they hold the 5 year land supply. Changes mooted but developers are a strong lobby.
- Large strategic sites or dispersed?
- Housing mix will affect deliverability.
- Concerns for community cohesion – resentment.
- Question - New settlements in preference to multiple small sites? (All = yes).
- Social needs must be met – is this realistic for new settlement; employment, transport.
- Need to plan for cemeteries
- Economy – if bad could end up with huge housing development and no employment.
- Can 4,400 homes be economically sustainable?
- Employment types Banbury, Bicester and Oxford different. How improve employment types in Banbury and Bicester?
- Need to work closely with business community. Focus on apprenticeships.
- Academic education in Banbury not good enough.

Developer contributions SPD and CIL

- 106 negotiable
- CIL not negotiable
- Chair of OALC. Does district take CIL if parish does not have specific project?
- MD- Parish proportion 15% if no NP capped to £100 per existing dwelling.
- (if NP = 25%, no cap)
- 123 list – what will go from CIL and from S106?
- Look at what infrastructure needed.

- Will not be backdated on existing houses.
- MD - No it will not. Number of exemptions to CIL. More affordable housing = less £s to infrastructure.

Summary of Key Issues

- Preference for development closer to Oxford because of transport, sustainability, affordable housing.
- Review Green Belt
- New settlement in preference to multiple small developments.

Focus Stakeholder workshop
Tues 13 December 2016
Council Chamber 17:45-20:00pm

Table 1 David Peckford, Andrew Bowe	CDC
Richard Cutler	Bloombridge
Tom Rice	Barton Willmore
Sarah Gregory	Savills
Alan Stora	Oxford City Council
Lawrence Dungworth	Hallam Land Management Limited
Mitchell Tredget	Hill Residential
Julie-Anne Howe	OCCG
Steve Pickles	West Waddy ADP
Table 2: Chris Thom, Lewis Banks-Hughes	CDC
Peter Bateman	Framptons Planning
James Dillon-Godfray	London Oxford Airport
Fiona Mullins/Tom McCulloch	Community First Oxfordshire
Andrew Garraway	Turnberry
Jacqui Cox	OCC
Simon Joyce	Strutt & Parker LLP
Colin Blundel	Vale of White Horse District Council
Table 3 : Sharon Whiting, Tom Plant	CDC
David Flavin	OCC
Ben Simpson	WYG Bonnar Allen
Alan Lodwick	Oxford Green Belt Network
Jonathan Porter	Archstone Projects Limited
Charles Campion	New College
Gary Owens	CDC- Housing
Table 4: Maria Garcia Dopazo, Alex Rouse	CDC
David Burson	JPPC Planning
Mark Schnull	Nathaniel Lichfield & Partners
David Heathfield	Chiltern Railways
Jenny Barker	CDC
Peter Cox	Bicester Chamber of Commerce
Christopher Anstey	CRJ Anstey
David Keene	David Lock Associates
Table 5: Christina Cherry, Sunita Burke	CDC
Robert Davies	Gerald Eve LLP
Sue Marcham	CDC
David Stewart	David J Stewart Associates
Ellen Timmins	Boyer Planning
Paul Burrell	Pegasus
Bob Duxbury	CDC
Neil Roe	Amber Developments

1. Summary of main issues raised across the 5 tables during the focused discussions

The discussion focused first on the key priorities arising from the Local Plan Partial Review Options Consultation from the stakeholders' point of view and interest. This was followed by a discussion on the Local Plan Part 1 Partial Review proposed vision and objectives, consideration and delivery of options and a final discussion on the concurrent consultation on Developer Contributions and CIL Charging Schedule.

The sections below summarise the key issues raised under each discussion topic while Appendix 1 provides a more detailed record of the points raised also by topic.

1.1 Key priorities from the stakeholders' point of view and interest.

Main priorities raised by the participants focused on:

- **the wider/strategic implications of meeting Oxford's needs:** how does it fit a wider strategy, is the SHMA realistic?, what are the democratic processes? (i.e. whose policies are these?), impact on the environment and Green Belt aim to restrict sprawl.
- **Infrastructure:** whether planning growth and infrastructure on existing locations or clustered for new infrastructure, focus infrastructure in and around: Bicester, A34, A44 and A4260, possibility of new train station.
- **Location of development:** support for Area of Search A, support for close to Oxford and around existing/planned corridors, support for large strategic sites alongside some housing in villages for 1 and 2 beds. Deliverability by 2031 to be a consideration for the location of development.

1.2 Local Plan Part1 Partial Review: Context/Approach

Main comments on LP1 Partial Review context and approach included:

- **Approach to growth:** support for county towns approach and Sustainable Urban Extensions, concerns with urban extensions to Oxford due to environmental, Green Belt and Infrastructure constraints, support for an approach based on Oxford needs with development located near Oxford, support for an approach which leans on public transport and transport hubs.
- **SHMA , housing need and apportionment:** concerns with the adequacy of the SHMA (exaggerated needs and focus on employment growth), support for SHMA as ratified by PINs, queries about population updates needed at later stages of plan preparation, queries on whether CDC will accommodate further growth and the consequences of SODC not endorsing the Growth Board apportionment.
- **Green Belt (GB) and Kidlington gap:** Kidlington gap is strategic, queries on whether best to undertake a GB Review or a GB Leap with views pro and against both approaches, fears that a GB review will open 'Pandora's box' and hence it should not be reviewed, support

for a GB Review which is targeted not excessive review and permanent to 20+ years. Need to justify GB review's exceptional circumstances.

- **Deliverability:** Increased housing delivery possible, landowners looking at land disposal although builders are maxed out at the moment, landowners aspirations (land values) are an issue for affordable housing, need a mixed of large and sites. Smaller sites quicker and easier to deliver. Plan deliverable but GB review is needed.
- **Infrastructure:** high quality transport needed to areas for Oxford's growth, queries on when the Plan will address infrastructure needs and whether consultations will take place as part of OCC Local Transport Plan.
- **Location of growth:** support for areas A and B, support for and arguments against further growth in the north of the Cherwell, Upper Heyford and potential MoD land, motorway junctions seen as inappropriate, support for growth at Oxford Parkway, support for locating growth near existing development and near employment, question the approach to areas of search and whether areas A and B have been favoured, views on 4,400 being too much just for Kidlington.

1.3 Draft Vision and Strategic Objectives

Main comments on LP1 Partial Review context and approach included:

- **The focus of the vision and strategy:** non location specific vision as a starting point but responding to Oxford's needs and Cherwell's context. Some Views on vision trying to please everyone and following the wrong strategy, some views on support of the vision and strategy. Support for moving attractors (jobs and university) outside Oxford (i.e. Bicester), counter argument indicating business may move to Cambridge instead. Some views on vision and strategy too narrowly focused on housing with a counter argument on the Plan being only a partial review to LP1 to meet Oxford's unmet housing needs.
Addressing specific housing matters: Affordability of housing, small units, student accommodation, need to address health issues and design dementia friendly homes and care villages. Provision of a digital village at Kidlington.
- **Public transport and connectivity:** Important to provide good accessibility to Oxford City Centre and employment. Council to monitor progress on Oxford- Cambridge corridor.
- **Oxford/Cherwell impacts:** concerns with competition between houses built for Oxford's needs and those for Cherwell. The emphasis on the vision should not be on 'New balanced communities'. The vision for LP1 PR and Kidlington Masterplan do not connect the Masterplan should be brought to the fore. Contributions from development should go for infrastructure.
- **Objectives:** In Objective 1 partners should extend to through the Duty to Cooperate. Objective 17 relays on unrealistic job growth, vision for balanced communities is at odds with objectives 17 and 18 focusing on addressing Oxford's housing needs. Should consider common drivers for long term sustainability.

1.4 Considering and delivering Options

Main comments on LP1 Partial Review consideration and delivery of options included:

- **Approach to growth:** initial evidence indicates areas A and B most sustainable, support for growth at Banbury and Bicester with counter arguments supporting growth at the edge of Oxford accompanied by infrastructure. Support for consideration of new growth nodes. Views on dispersing some of the growth on grounds of natural limits to growth around Kidlington. Support for Upper Heyford and Bicester supported by high quality transport. Biodiversity could affect location of growth.
- **Infrastructure:** NHS does not have capacity for new surgeries; transport system around Cherwell generally poor cannot cope with more growth, transport capacity matters are a national issue. Growth driven in part by strategic employment, should apply for funding streams in connection to SEP. Wider strategy needed for infrastructure. Developers and landowners to be treated fairly. Arguments pro and against the benefits of larger vs smaller site allocations to help delivery of infrastructure.
- **Delivery:** Investment and returns drive the gradual delivery of houses not land banking and Green Belt. Ring-fencing site delivery may result on area I coming forward to meet 5 year housing land supply. Kidlington Masterplan can be delivered now work already done. Development around Water Eaton area is 10-15 years away. Phasing of sites not considered practical by triggers for occupation may work. Delays on S106s is an issue – should front load to pre-app stage. Sales rates are outside Council's hands and there is likely to be competition. Views on delivery not being an issue unless infrastructure upgrades have a knock on effect.

1.5 Developer Contributions SPD and CIL Draft Charging Schedule

Main comments Developer Contributions SPD and CIL included:

- **Approach:** SPD and CIL based on adopted Local Plan growth. The future impacts of Partial Review sites to be looked into as the plan progresses to adoption. CIL doesn't allow negotiation -prefer s106 route; Strategic site appraisal does not pick cumulative effect of assumptions; views that viability not an issue in Cherwell, need transparency in finances; Development is needed to pay for the infrastructure – so what other options are there?
- **CIL charges:** views on CDC CIL charges being higher than surrounding authorities countered with views on CIL charge being reasonable. Need to address balance between seeking contributions and not putting development at risk. Schedule seen as helpful; Garages factored into the levy; Keep CIL simple – Speeds it up Parishes keen to see how much they can get countered by views on CIL needing to fund infrastructure
- **SPD:** Table 2 in the SPD is very clear. Minimum threshold retained. Threat to small development coming ahead such as petrol station with retail, etc. Public art can fall into disrepair and wasted. City uses a calculator for mitigation on ecological matters. – Biometric – Defra. LPP2 – look at metric and biodiversity counting. Can contributions be more specific / itemised? They cannot just be viewed in isolation. Surcharges are very high, even comparatively.

Appendix 1 – Detailed list of main points raised by topic

Stakeholders' main issues arising from the consultations

Democratic process and strategic matters

- i. How does democratic process work with Oxford?
- ii. How Oxford's Unmet Need (OUN) fits wider county strategy how it responds to the Strategic Economic Plan (SEP)
- iii. High level context – not just about CDC strategic fit with Oxford context
- iv. How could needs be met in terms of scale and location of development and how does it manifest itself in terms of sustainability/detrimental impact on the environment
- v. Oppose SHMA, unrealistic and excessive
- vi. Support principles of greenbelt and appropriate use. Supports Cherwell's Green Belt Policy – Restricted sprawl.
- vii. City Council approach – to promote employment land rather than housing.
- viii. Housing market area vs Oxford cities need Policy? CDC or City for affordable homes threshold. Affordable housing – who gets it? Cherwell or City?
- ix. New homes bonus and incentives with housing growth
- x. Support Planners on strategic issues

Infrastructure

- i. Infrastructure issues e.g. constraints in Bicester
- ii. Interested in sites making most of existing infrastructure
- iii. Supportive of clusters of sites to improve transport infrastructure.
- iv. Query whether best to plan growth and infrastructure in existing locations or clustered for new infrastructure.
- v. Interest in social and wider infrastructure from community viewpoint
- vi. Specific transport infrastructure between A34 and Begbroke Science Park/Yarnton/Kidlington/Northern Gateway etc.
- vii. Impacts on existing infrastructure, need for a phasing approach to delivery and the relationship with Sustainability Appraisal and site scoring.
- viii. Possibility of new train station on Great Western line.
- ix. New employment in Kidlington area.

Location of development

- i. Where and how development will take place? Where 4,400 homes go by 2031 is also a delivery issue: where do you put it – is Banbury too far?
- ii. Should be close to Oxford and around existing / planned transport corridors.
- iii. Strategic sites with infrastructure and bigger and better sites while small villages with some small housing 1 and 2 beds.
- iv. Supporting Search Area 'A'

2. Partial Review: Context/Approach

Approach to Growth

- i. Country towns approach to growth in Oxfordshire dominated for years – Growth for Banbury
- ii. Oxford wrong to take premise - Sustainable Urban Extension (SUE) is the answer
- iii. Urban extension of Oxford is not sustainable – due to local circumstances – transportation A40 Northern Gateway environmental setting and quality, Green Belt and heritage and environmental setting compared to elsewhere in Kidlington – Kidlington needs regeneration
- iv. National Infrastructure Commission – Growth Corridor (above 4,400)
- v. House live/work in Oxford – affordability is fundamental
- vi. Difficult to object to the strategic view and approach in the Cherwell Plan
- vii. CDC initially thought for 2011-2031 was 16k. Consultants employed to defend deliverability. Ambitions deliverable targets
- viii. City's based need: people who have a job but need a house. It is a City requirement and not for commuting people. Junior academics and researches leaving Oxford as can't find / afford housing.
- ix. Spatial relationship important, also public transport and new modes
- x. If houses relate to Oxford, huge market / demand, especially for affordable.
- xi. Question whether jobs are/should be in the city– Science Park in Vale DC? Future job growth unnecessarily provided up at Oxford? Not required for all business to be right on Oxfords doorstep.
- xii. WODC garden village – approach to transport hubs.
- xiii. Long period existing strategy of Oxford City is at odds with OCC.
- xiv. Opportunity for high level jobs in Bicester.
- xv. Meeting all of the need immediately just compounds the problem.

SHMA, housing need and apportionment

- i. 15,000 homes for Oxford and Cherwell's apportionment is 4,400 homes. Can this be accommodated sustainably and where within Cherwell? How robust is 15K figure? Is the figure 4,400 too high?
- ii. SHMA - exaggeration of CDCs need and employment growth. Based on false evidence, jobs will not be delivered. It does not address need. It does not address affordable need.
- iii. SHMA – Ratified by PINS
- iv. Cherwell has accepted this figure from the Growth Board – Duty to Co-operate and agreed to meet the need through Partial Review of Local Plan Part 1.
- v. Need comes from SHMAA. Based on Oxford's identified needs and SHMAA – 10K met – Growth Board divided remainder. Statutory process through local plans. Figure could change through review of other LA plans.
- vi. The 4,400 is on top of the pre-existing numbers based on Cherwell's demand.
- vii. SHMAA is the document to be used and based on assessed need. Could be checked/updated? Have updated population projects been used? Would this be done through Growth Board?
- viii. CDC to review whether population updates are needed before examination

- ix. There may be some LAs challenge SHMAA – needs to be updated? 2014 has been through examinations and has been found robust.
- x. Could Cherwell get more than the 4,400 allocated by Oxford’s unmet housing need? If South Oxfordshire District Council continues to not agree to take a portion of Oxford’s unmet housing need – would Cherwell then have to take an additional portion of that amount too?
- xi. Interim SA looks at 4,400, significantly less and significantly more. However, the focus of the LP1 PR is the unmet need apportioned to Cherwell (4,400).
- xii. The focus of the LP1 PR is the testing through Cherwell’s statutory processes the Growth Board apportionment of 4,400 to Cherwell. It is for each local authority to address the Duty to Cooperate through their plan making process.

Green Belt and Kidlington Gap

- i. Kidlington gap is strategic survived over years. Kidlington needs regeneration no Green Belt focus.
- ii. Lots of the land in A and B is in Green Belt. Should CDC leap the Green Belt? Scope to review Green Belt?
- iii. CDC needs to justify exceptional circumstances for Green Belt development. Growth Board looked at land in Green Belt to identify which parts of Green Belt could take development. There are parts of the Green Belt with lower landscape quality than other parts.
- iv. Green Belt needs to be looked at – old concept – shouldn’t go in with view to leap Green Belt.
- v. Cambridge (without Green Belt constraint) has attracted significant employment. Oxford has been hampered by Green Belt constraints. Lots of industries would like HQ in Oxford but there are no [employment] sites available around city centre.
- vi. Green Belt review should be a targeted approach
- vii. No development in the Green Belt , real fear it is Pandora’s box
- viii. Green Belt review through sensible planning needed but not excessive – Carefully regulate
- ix. Re-fix green belt for 20+ years after this review.
- x. Green Belt review too look longer term view: 50-100 years
- xi. Coalescence of settlements? Kidlington/ Yarnton/ Begbroke have a sense of identity? Value of the Green Belt – Openness. Parts of the Green Belt have no value.
- xii. Are parts of the Green belt around Oxford able to meet Oxford’s need? What part of the Oxford’s Green Belt performs the Green Belt function?

Deliverability

- i. Landowner aspirations are a difficulty– Affordable Housing cost £60 per sq. ft. = £60k
- ii. Landowners looking for opportunity to dispose of land
- iii. Realistic rate of delivery – yes to increased housing delivery
- iv. Need a mix of sites small and large. If you draw down into what are deliverable sites.
- v. Sites out there, but builders maxed out at present
- vi. The LP1 PR is deliverable but needs green belt review
- vii. Delivering large sites takes 10 years to get spade in ground – is there potential to deliver large sites as series of small sites? No due to land equalisation

- viii. 5 year land supply from 2021? Yes
- ix. Market supply and demand – saturation. Hallam Land developing at Cranbrook in Devon - 450 units per annum starting to stall
- x. Smaller sites quicker and easier to deliver. Flexibility is key

Infrastructure

- i. Transport is key – cycling and train links are important
- ii. What about the levels of infrastructure needed, and would phasing be used?
- iii. Need to look at developing a strategy and identifying the location of growth first before establishing what infrastructure is needed.
- iv. High quality public transport is needed in these growth areas. Need better linkages further out to places and areas suitable for Oxford's growth.
- v. What is the consultation on OCC Transport Plan? – Can similar consultations be carried out on OCC transport matters in the area?
- vi. OCC are active in talking to District Councils and undertaking consultations such as the A40 scheme (OCC website).

Location

- i. Transport 30-60min journey is what most commuters will make
- ii. Housing - important to be close to Oxford
- iii. Area A and B are well connected by public transport. A and B logical place to centre new development. Sustainable communities should be created in their own right rather than dormitory towns. Proximity to Oxford promoted active travel links to reduce impact on infrastructure.
- iv. A and B. Have locations been ranked?
- v. SA and TA identify ranking of locations + sustainability and impact of proposals on Cherwell and Oxford. CDC hasn't set out a rank.
- vi. The partial review seems to imply that CDC has already made up their mind that the majority of the growth will be around Kidlington. Is this biased? Based on the documents, Kidlington looks like it is favoured – what drove that decision?
- vii. No decisions have been made at this stage. The starting point is looking at the whole of the district, including connectivity and public transport links
- viii. Areas of Search were drawn based on: urban areas, PDL, transport nodes and promoted sites. Initial SA and Transport Study indicate that Areas A and B seems the most sustainable locations but we need more evidence (HRA, SFRA, Landscape) to inform the next stage.
- ix. SA framework produced by LUC looks at Oxford's and Cherwell's objectives but addresses Oxford's unmet need.
- x. Upper Heyford has further potential
- xi. Fan of new garden town type development – new developments shouldn't be bolted onto existing development
- xii. Oxford Parkway good location for some housing
- xiii. Some form of bolstering into what is existing (with new development in these areas)

- xiv. Connectivity is very important – having location close to employment
- xv. A + B, Bicester and Banbury make more sense
- xvi. Should be more ruthless and say no to areas.
- xvii. North of District is stupid location for the LP1 PR, it does not relate to Oxford. Banbury related to WODC, SNC and Birmingham. Houses in North of the District exacerbates problems.
- xviii. Heyford and Banbury solve CDCs issues not Oxfords unmet need.
- xix. Motorway junctions area inappropriate
- xx. MOD land Comparable to Heyford or Graven Hill (i.e. Arcnot)
- xxi. If high end jobs in Bicester, then Arcnot would be good
- xxii. 4,400 are too many for just Kidlington. It wouldn't cope.

Other

- i. Could have policy for key workers offer land for free to construct houses for key workers e.g. Bloombridge in Kidlington 21 Ha site only need 10Ha market value = £1m per acre
- ii. Density should be revisited
- iii. Oxford is a world class city – it is a fundamental building block – support that
- iv. Historic built and natural environment are not in these assessments.

3. Draft Vision and Strategic Objectives

Vision

- i. Oxford suggested vision is non-location specific, a starting point to frame what follows. Responds to Oxford's needs in Cherwell context
- ii. Draft vision tries to please everyone all at the same time
- iii. Strategy is wrong
- iv. Should employment be pushed out of Oxford? Train line essential to move jobs out of Oxford perhaps.
- v. Oxford attractor of people and houses move universities to Bicester
- vi. In Oxford Astra Zenneca could not find site so moved to Cambridge not Bicester
- vii. Housing isn't just an isolated aspect; it has to coincide with employment opportunities.
- viii. The review does seem overly housing-focused. Should the review be wider than just housing?
- ix. There is an employment/housing imbalance in Oxford. The Partial Review is not a review of the LP but a partial review to help address Oxford's unmet housing needs.
- x. Needs vision is for a new city then dealing with the focus of Oxfords unmet need. Statement of a new garden city.
- xi. Connectivity to Oxford. Cambridgeshire is successful because of its connectivity between different modes of transport. Links to Ox Parkway.
- xii. All traffic and roads lead to the centre of Oxford. It is very important to provide good access into Oxford City Centre. In particular public transport and Park and Rides.
- xiii. Focus on Oxford impact on CDC

- xiv. Vision and objectives – health – need health to be designed to be dementia friendly need built facilities for healthy environment
- xv. LP1 Partial Review and Kidlington Masterplan don't connect. Kidlington Masterplan needs to be brought to the fore – housing will cost £500-£700 per sq. ft. at Oxford Parkway but £300 / sq. ft. in Kidlington
- xvi. Telecottages digital village in Kidlington as part of regeneration of the village
- xvii. Need to plan for care village
- xviii. City's requirement is for small units not executive homes. Concentrate what is missing, small units
- xix. Provide a range of housing types for Oxford's need.
- xx. Exemplar is a high bar + affordability contradicts each other.
- xxi. Oxford has lots of university colleges, which means lots of student accommodation – would Cherwell have to take a proportion of this, in addition to other types of housing?
- xxii. The competing nature of the houses built for Oxford's unmet housing need and those built for Cherwell's natural growth might seem to be somewhat adversarial.
- xxiii. Properties in Oxford are the most expensive around, so the issue of affordability will be key.
- xxiv. Can the Cambridge – Milton Keynes - Oxford corridor be considered as an example of good practice?
- xxv. The preferred route option has yet to be identified. We will keep an eye on future announcements.
- xxvi. New balanced communities in the Draft Vision for Meeting Oxford's Unmet Need – Does this have to be new? The existing settlements will have capacity for expansion?
- xxvii. 4,400 homes because of Oxford's needs. Accessibility to these employment areas is important such as Begbroke.
- xxviii. If 4,400 are for Oxford, roughly 3000 will generate value. Contributions from the development can go for better infrastructure provision.

Objectives

- i. Objective 1 - partners- only /City and County Councils? – partners to extend to growth board partners through duty to cooperate
- ii. Potential to work with other districts to meet unmet needs
- iii. Disagree with SO17 – unrealistic job growth.
- iv. We do still need to build balanced communities, as the impact of growth affects many other areas. A vision seeking balanced communities may not be supported by objectives focused mainly on addressing Oxford's housing needs SO17 and SO18. Need to consider the common drivers of long term sustainability.

4. Considering and delivering Options

Approach

- i. Initial evidence indicates areas A and B are most sustainable
- ii. University needs to do proper Research and Development at Water Eaton
- iii. 100 dwellings, thresholds way too low, dilutes strategy
- iv. Is this a real need or not? Do ½ now and see if it is deliverable review for other ½ 2,200, then if there is demand then the other 2,200

- v. Biodiversity can affect where new developments take place.
- vi. Cluster sites together
- vii. Urban extension or new towns
- viii. Sites or sustainability
- ix. Infrastructure also drives the level of delivery – the Oxford unmet housing would be best suited to the edge of Oxford (i.e. Kidlington), rather than around the other two urban centres in Cherwell – Banbury and Bicester, which are probably too far away.
- x. Strategy – Banbury/Bicester is supported. There are pros and cons for sites in Banbury and Bicester.
- xi. Fundamental point – jobs in Oxford.
- xii. Oxford need – not to confuse with Oxford’s need not being met in Bicester – net migration. Plan for growth in Bicester– Green Belt has value. Settle in places like Heyford/ Bicester and travel to Oxford using high quality transport to Oxford. It becomes a Bicester issue. Potential to allocate housing in Bicester to meet Oxford’s unmet need. Ability to fund infrastructure improvements.
- xiii. If development is around a node could not new nodes be created?
- xiv. Locating housing closer to Oxford will be better at meeting Oxford’s unmet housing need, as geographic proximity is a key driver for people.
- xv. Should the delivery of housing be dispersed or concentrated? There are natural limits for housing, and sites other than those around Kidlington will surely be needed to take some of the pressure.
- xvi. Infringing on the Greenbelt has negative connotations – but Greenbelts can be enlarged or moved around – they are not fixed points – look at the example of Cambridge. Are Cherwell thinking of undertaking a Greenbelt review?
- xvii. Are we going back to Regional Spatial Strategies again?
- xviii. Who decides which houses have been designated for Oxford’s unmet housing need, and which have been designated for Cherwell?
- xix. This is an argument that could be made about any plan making process not just in addressing Oxford’s unmet needs. There are limitations on how prescriptive planning can be (who lives/works where) but the next stage of LP1 PR will influence housing mix, housing types and affordability.

Infrastructure

- i. 440 homes per year added to housing delivery sites = c 6k people but NHS does not have capacity for new surgeries
- ii. The current Kidlington transport set-up is insufficient to deal with any more development
- iii. The transport system in and around Cherwell in general is poor, and the whole transport strategy wouldn’t be able to cope with such high levels of demand from an extra 4,400
- iv. Use of local building fund to deal with intractable problems of infrastructure
- v. Existing Capacity of the trains themselves - paths they can use – if you introduce new station, it will extend the length of the journey. Increase capacity on existing public transport (trains)
- vi. Major investment needed into public transport. The transport issues discussed are national, and not just localised.

- vii. Strategic employment driving unmet need – ways to apply for funding streams need to demonstrate going to provide jobs. Connection to SEP used to bid for funding
A wider infrastructure strategy is needed rather than just endless mitigation. Previous mistakes have been made with the funding of infrastructure – this must not happen again.
- viii. Private cars are still the main method of transport, rather than public transport.
 - 4,400 homes seems a lot, but if you put it in perspective of having good transport links, in a nice area of the country, with good employment opportunities, it isn't that much housing.
- ix. It's fine having better transport links, but if you can't get there without driving, then it's pointless. Transport services need to be better integrated into the wider community. But they also need to be commercially viable.
- x. Could/should buses get preferential treatment? There should be interconnection between buses and trains (in real time)?
- xi. Developers and landowners need to be treated fairly. Is the additional infrastructure costs only for the 4,400 homes of Oxford's unmet housing need, or can it go towards funding general improvements to services across the district?
- xii. Approach should be for large allocations, which will have ability to lever in investment for larger infrastructure.
- xiii. Quantum of development – deliver small sites for a new school/or an extension to an existing school. Small sites can help existing school in Yarnton.

Delivery

- i. Housing crises nationally. How does greenbelt review address the housing crises? Disagree with green belt and developers banking. Investment and return means delivering houses gradually.
- ii. Ring-fencing may result in area I coming forward to meet 5 year housing land supply
- iii. Need strategy for Kidlington to deliver 2-3k homes and to deliver Kidlington Masterplan – work done already – smaller sites controlled by individual landowners
- iv. Further development around Water Eaton = 10-15 years away
- v. Approach to 5 year land supply: 2 local plans piggy backing distinguish land supply supplies and demonstrate to inspector delivery.
- vi. Site in different ownership come with one application to deliver. Sites in CDC are big and can accommodate huge growth.
- vii. Phasing? Not practical to dictate that.
- viii. Triggers in place before occupation. Agree with triggers
- ix. Control infrastructure: Delay for 106 negotiations, 50 units taking 2 years for 106 to then get to REM. Try and front load everything at PREAPP rather than post planning granting subject to 106.
- x. Is there a different trajectory for the Oxford unmet housing need compared to the other housing being built in Cherwell?
- xi. It hasn't been decided yet, first need to develop a strategy as well as the quantum and location of growth.
- xii. Delivery shouldn't be a problem, as landowners want quick delivery. But infrastructure upgrades will have knock-on effects on the ability to deliver.
- xiii. The sales rate would be out of the council's hands anyway, and competition is inevitable.

5. Developer Contributions SPD and CIL

- i. SPD and CIL based on adopted Local Plan growth. The future impacts of Partial Review sites to be looked into as the plan progresses to adoption.
- ii. CIL doesn't allow negotiation – flat rate makes some sites unviable undeliverable when you crunch numbers which is why prefer s106 route
- iii. Strategic site appraisal does not pick Cumulative effect of assumptions
- iv. Need to build development tolerances into model
- v. Savills to provide detailed comments to feed into discussions with Montagu Evans
- vi. Health might not be new build but might be used to support existing by existing contributions – developers don't mind giving money to support facilities
- vii. Contributions into CIL pot but infrastructure not always seen to be spent
- viii. Viability not an issue in CDC
- ix. CIL charges are higher than rest of Oxon and strategic sites should be excluded.
- x. CIL appealing to communities because to split to parish councils
- xi. Small builders getting away with S106 but appeals to bigger clients because of fairer distribution.
- xii. Community development funding through CIL – no expectation though CIL.
- xiii. Can contributions be more specific / itemised? They cannot just be viewed in isolation.
- xiv. Surcharges are very high, even comparatively.
- xv. Transparency in the finances is needed.
- xvi. Development is needed to pay for the infrastructure – so what other options are there?
- xvii. The clarity in the documents was commended. No concerns raised except for out of centre retail and that CIL for new retail uses may not be viable.
- xviii. Notional proposition – A and B Areas are reasonable to deliver for oxford's unmet need. There needs to be a balance between managing the issue - existing place and the new place and how it will appear, what infrastructure it will need.
- xix. CIL approach – contributions requested are within reason
- xx. Balance between seeking contributions and not putting development at risk.
- xxi. CIL schedule is very helpful
- xxii. City uses a calculator for mitigation on ecological matters. – Biometric – Defra meter
- xxiii. LPP2 – look at metric and biodiversity counting.
- xxiv. Table 2 in the SPD is very clear. Minimum threshold retained. Threat to small development coming ahead such as petrol station with retail, etc.
- xxv. SODC has CIL adopted and its charges are lower, CDC expectations too high?
- xxvi. Garages factored into the levy
- xxvii. The bigger the shopping list gets and the developer / land owner doesn't understand contribution like public art, when issues such as school and bus routes important.
- xxviii. Makes developers question why sell land
- xxix. Keep CIL simple – Speeds it up
- xxx. Parishes keen to see how much they can get
- xxxi. CIL should be infrastructure and not what the Parishes can get – Schools, trains
- xxxii. Public art can fall into disrepair and wasted.

List of Attendees: Cherwell Local Strategic Partnership 27 April 2017

Present

Cllr Barry Wood, Leader of Cherwell District Council
Ian Davies, Interim Chief Executive, CDC
Jackie Wilderspin, Oxfordshire Public Health
Alan Graham, Kidlington Voice
Audrey O'Mahony, Banbury Town Council
Mark Recchia, Banbury Town Council
Maggie Dent, Oxfordshire Clinical Commissioning Group
Assia Bibi, Sunrise Multicultural Project
Nigel Randall, Cherwell Community and Voluntary Services
Nick Poole, Banbury Chamber of Commerce
Paul Angus, Banbury Sound Radio
Samantha Shippen, Clerk to Bicester Town Council
Peter Cox, Bicester Chamber of Commerce
Emma Garside, Thames Valley Police

Guest Speakers

David Peckford, Planning Policy and Growth Deputy Manager
Pat Wood, Citizens Advice North Oxon and South Northants

Apologies

Mike Grant, Community Safety Officer
Bernard Grenville-Jones, Banbury and Bicester College
Christine Lalley, Oxfordshire Association of Local Councils
Tom McCulloch, Community First Oxfordshire
Cllr Lawrie Stratford, Oxfordshire County Council
Rev'd Jeff West, Faith Communities

Officers

Kevin Lerner, Community Infrastructure Officer
James Taylor, Health and Wellbeing Officer
Nicola Riley, Community Services Manager