

Appendix 1

PR7a Land South East of Kidlington Development Brief Cherwell District Council June 2022



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Executive summary

The Cherwell Local Plan 2011-2031 (Part 1) Partial Review (LPPR), which provides for Cherwell's share of Oxford City's unmet housing needs, identifies Land South East of Kidlington as one of six strategic housing sites. A comprehensive Development Brief is required as guidance for future planning applications.

This Development Brief has been jointly prepared between Cherwell District Council, Oxfordshire County Council, landowners and key stakeholders.

It is a material planning consideration in the determination of any future planning applications for the site.

The Development Brief includes a review of the site's context including the LPPR strategic vision and spatial strategy and the site specific development constraints and opportunities. Based on this analysis it goes on to provide a site specific vision and comprehensive development principles addressing land use, character, layout, green infrastructure, movement, utilities, healthy place making and sustainable design.

Site location

The site comprises 32 hectares of land to the south eastern edge of the settlement of Kidlington and Gosford, north of Oxford. The site is bounded by Oxford Road (A4165) to the south west, the A34 to the east, Water Eaton Lane to the north east and Bicester Road to the west. It is generally flat and in agricultural use. The central part of the site is adjacent to a cemetery and former allotments, while residential properties are located to the north and north east. The site is located in close proximity to Oxford Parkway Station, the Park & Ride, Sainsbury's supermarket and Stratfield Brake recreation ground. The site is accessed from Bicester Road.

Vision and development framework

The site specific vision for Land South East of Kidlington is as follows and is explored in Chapter 5 of the Development Brief:

The development site will become an extension to Kidlington that will be fully integrated and connected with the surrounding built environment. It will provide an attractive residential neighbourhood, with high quality, publicly accessible and well-connected green infrastructure and a modern, highly functioning outdoor sports facility. The development will maximise opportunities for walking, cycling and wheelchair use and will connect to sustainable movement routes towards Oxford Parkway Station, Kidlington, Oxford and Begbroke and existing footpaths.

Policy PR7a of the LPPR sets out the policy requirements for the site which include:

- Residential development
 - 430 net dwellings on 21 hectares of land
 - 50% affordable housing
- An extension to Kidlington Cemetery on 0.7 hectares of land within the developable area.
- 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.
- Provision for required emergency services infrastructure.
- Play areas and allotments within the developable area.
- Contributions towards community facilities.

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR7a. Detailed design requirements which underpin the delivery of this development framework are set out in the Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.



Fig. 1: Development framework

* subject to highway testing

- Site Boundary
- Site Boundary of adjoining sites
- Cherwell Local Plan
Partial Review allocations
- Residential
- New public green space/park
- Development brief proposals and existing features
- Proposed green spaces within developable area
- Informal public parkland, habitat creation and woodland planting
- Area for expansion of cemetery
- Woodland planting and habitat creation
- Zone to contain formal sports facilities
- Sports pavilion and car park (indicative location)
- Priority Habitat Inventory
- Moderate quality hedgerows and trees
- Other hedgerows and trees
- New hedgerows
- Indicative location for noise attenuation bund (to be confirmed through detailed assessment)
- Ditch retained and buffered by public open space, and integrated into site drainage
- Indicative SuDS feature
- Standing water
- Drainage attenuation features (indicative location)
- Play area (indicative location)
- Allotments (indicative location)
- Vehicular access*
- Vehicular access to allotments and sports pavilion
- Existing Public Rights of Way
- Strategic cycle route
- New public walking and cycle routes

1.0 Introduction

1.1 Background

The Cherwell Local Plan 2011-2031 (Part 1)¹ which was adopted in July 2015 (“The 2015 Plan”) committed the Council to work jointly with other Oxfordshire councils to assess the extent of the housing need that could not be met elsewhere in the Oxfordshire Housing Market Area. In particular, it was understood that there could be a need arising from Oxford that could not be met by Oxford City Council due to its tight administrative boundaries and its limited supply of land. Cherwell District Council’s commitment was to consider the extent of the need and, if necessary to ‘partially review’ its Local Plan.

The Council has now undertaken this ‘partial review’ with the adoption of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need in September 2020 (LPPR)².

The Partial Review which is effectively a supplement or addendum to the 2015 Plan, provides a vision, objectives and specific policies for delivering additional development to help meet Oxford’s housing needs. It seeks to do this in a way that will best serve Oxford’s needs and provide benefits for existing communities in Cherwell and adjoining areas.

The LPPR provides for the development of a total of 6 strategic housing sites that will best achieve the Council’s vision and objectives and deliver sustainable development of, in total, 4,400 new homes to meet Oxford’s needs together with supporting infrastructure. The LPPR requires single comprehensive, outline schemes for the entirety of each strategic site.

Each of the site allocations has a policy which sets out its key delivery requirements and place shaping principles, and each allocation is supported by a Policies Map.

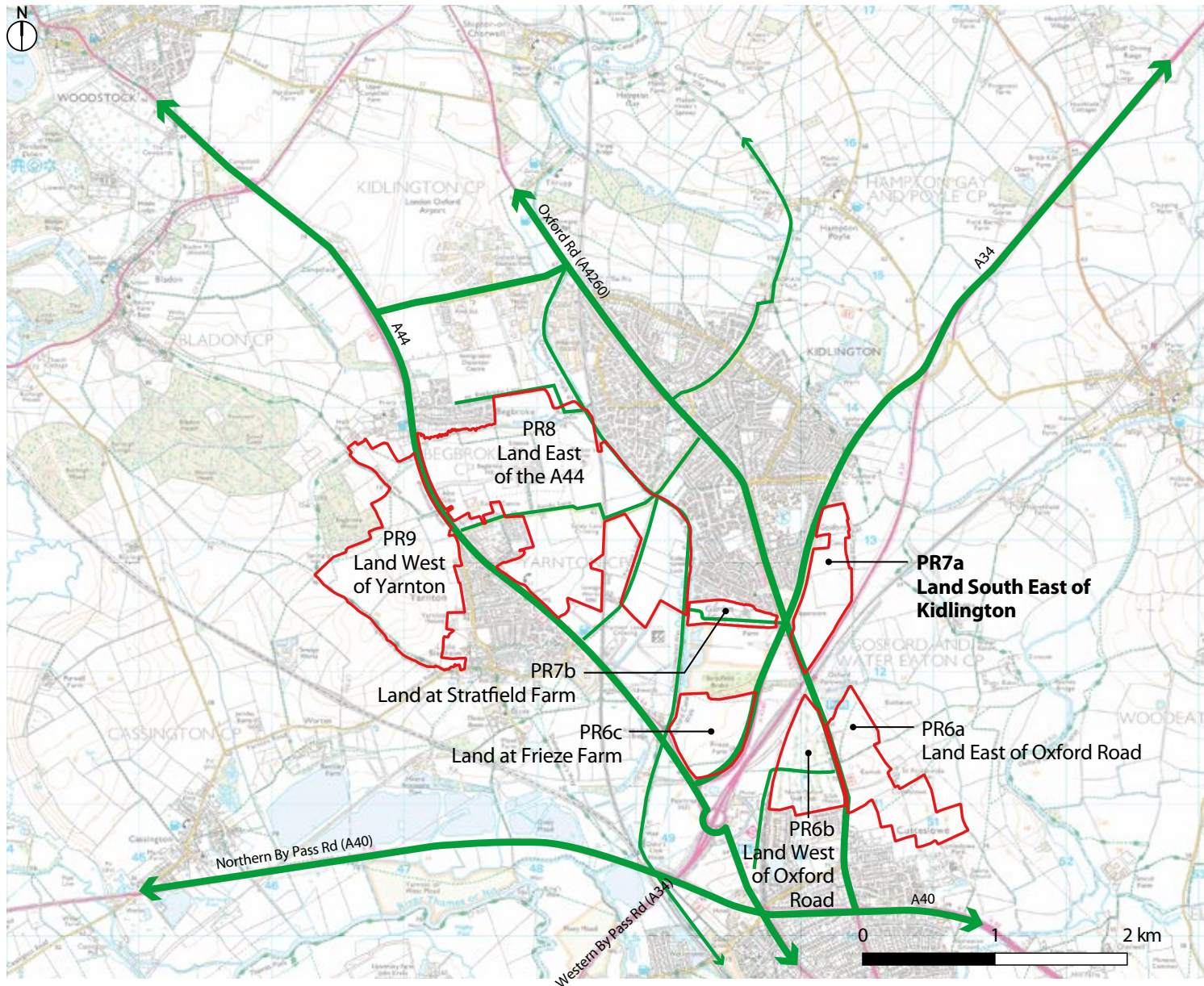
¹ Local Plan Part 1 ² Local Plan Partial Review Sep 2020

Each of the site allocation policies requires planning application(s) for the site to be in accordance with a Development Brief for the site which has been jointly prepared by the landowner(s), Cherwell District Council, Oxfordshire County Council and other stakeholders, including Oxford City as appropriate. The site allocation policy also sets out a series of requirements that the Development Brief should address.

This is the development brief to guide the development of Land South East of Kidlington, PR7a. The Development Brief has been prepared in accordance with policy requirements, the site allocation policy and the Policies Map. As well as including the required detail, the Development Brief also reflects the detailed key delivery requirements and place shaping principles as set out in the policy.

Site	Housing allocation		
North Oxford			
Policy PR6a – Land East of Oxford Road	690	N.B. Site allocation PR6c shown on Fig 1 is the allocation of Land at Frieze Farm which is reserved for the potential construction of a golf course should this be required as a result of the development of Land West of Oxford Road under Policy PR6b.	
Policy PR6b – Land West of Oxford Road	670		
Kidlington			
Policy PR7a – Land South East of Kidlington	430		
Policy PR7b – Land at Stratfield Farm	120		
Begbroke			
Policy PR8 – Land East of the A44	1950		
Yarnton			
Policy PR9 – Land West of Yarnton	540		
	Total	4400	

Housing allocations (LPPR)



- Allocation site boundaries
- Key sustainable movement routes (public transport and/or walking/cycling)

Fig. 2: Local Plan Partial Review Site Allocations Location

1.2 Purpose and status of the Development Brief

1.2.1 Purpose

The Development Brief has 4 main objectives:

- To create a site specific vision to guide future site development in a manner which supports the wider aims of the LPPR spatial strategy for North Oxford, Kidlington and the A44/A4260 Corridors
- To provide a development framework and a clear set of site specific development principles to inform the submission and determination of planning applications and achieve comprehensive and holistic development in accordance with the LPPR site policy
- To improve the efficiency of the planning and development process by reducing uncertainty and setting a framework for development that provides landowners, developers and the wider community with clear guidance on what is expected from development
- To raise the standard of design and to create exemplary places which are functional, beautiful and which engender a sense of community.

The Development Brief, where necessary and appropriate, proposes or reflects solutions and proposals outside the individual site boundary to help facilitate a joined up approach to development.

The Development Brief should be read in conjunction with relevant Development Plan policies, national planning policy and guidance and the Council's adopted Supplementary Planning Documents ("SPD"). Particular attention is drawn to the Council's design policies and guidance including Policy ESD15: The Character of the Built and Historic Environment, and the Cherwell Design Guide SPD which provides design guidance relevant to the District as a whole. Further information on relevant Policy and guidance is provided in chapter 3 and throughout the Development Brief.

1.2.2 Status

The Development Brief has been endorsed by Cherwell District Council's Planning Committee. It will be used as a material planning consideration in the determination of any planning applications for the site.

For the avoidance of doubt, the Development Brief does not have the status of a Supplementary Planning Document and does not introduce new planning policy.

1.3 Structure of the Development Brief

The structure of the Brief is as follows:

Chapters 1 to 3 provide contextual information relating to the site and the Development Brief process, including the strategic vision and spatial strategy for the North Oxford, Kidlington and A44 corridor

Chapter 4 provides a synthesis of policy context and important site constraints and opportunities which are to be reflected in the site's development. This builds on the LPPR Evidence Base

Chapter 5 describes the site specific vision and development objectives

Chapter 6 contains a comprehensive set of design and development principles for the site which respond to the site opportunities, constraints and context set out in the preceding chapters and which are to be reflected in planning applications

Chapter 7 lists the information which will be required to accompany a planning application.

1.4 Consultation and stakeholder engagement

The Development Brief has been jointly prepared by Cherwell District Council and the site owners and their representatives and in consultation with Oxfordshire County Council and Oxford City Council.

Throughout the process there has been engagement and consultation with the following stakeholders in addition to those mentioned above:

- Parish Councils
- Thames Valley Police
- Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)
- Thames Water
- Environment Agency
- Scottish and Southern Electric (SSE)
- Network Rail
- Natural England
- Sport England

This has included collaborative workshops focussing on key stages during the preparation of the Development Brief:

- Baseline review and analysis
- Vision and development principles

These collaborative workshops with specialist stakeholders, were preceded by a joint workshop in October 2018 with Parish Councils, landowners and their representatives and stakeholders. This workshop introduced the Development Brief process, provided an opportunity for site promoters and stakeholders to introduce themselves, and enabled Parish Councils to explain their aspirations/ requirements for the Development Briefs.

Technical information and emerging design work provided by the landowners and their representatives has been considered by the Council in preparing the Development Brief.

1.4.1 Community Engagement

Public consultation on the Draft Development Brief took place between 26 January 2022 and 8 March 2022.

Comments received have informed the final Development Brief.



Aerial view of site PR7a

2.0 The Strategic Vision and Context

2.1 Local Plan Partial Review Vision

The LPPR vision across all sites is:

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures 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. This development will be provided so that it:

- i. creates balanced and sustainable communities
- ii. is well connected to Oxford
- iii. is of exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
- iv. is supported by necessary infrastructure
- v. provides for a range of household types and incomes reflecting Oxford's diverse needs
- vi. contributes to improving health and well-being, and
- vii. seeks to conserve and enhance the natural environment.

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

To deliver this vision, the LPPR identifies sites for new homes in locations which have the strongest socio-economic connections to Oxford, and which can deliver the necessary social, movement and green infrastructure to support the health and wellbeing of the population.

The sites are located at the edge of existing communities to the north of Oxford and will be fully integrated with them to share the benefits of new facilities and support existing local centres, in particular Kidlington village centre.

2.1.1 The Role of Individual Sites

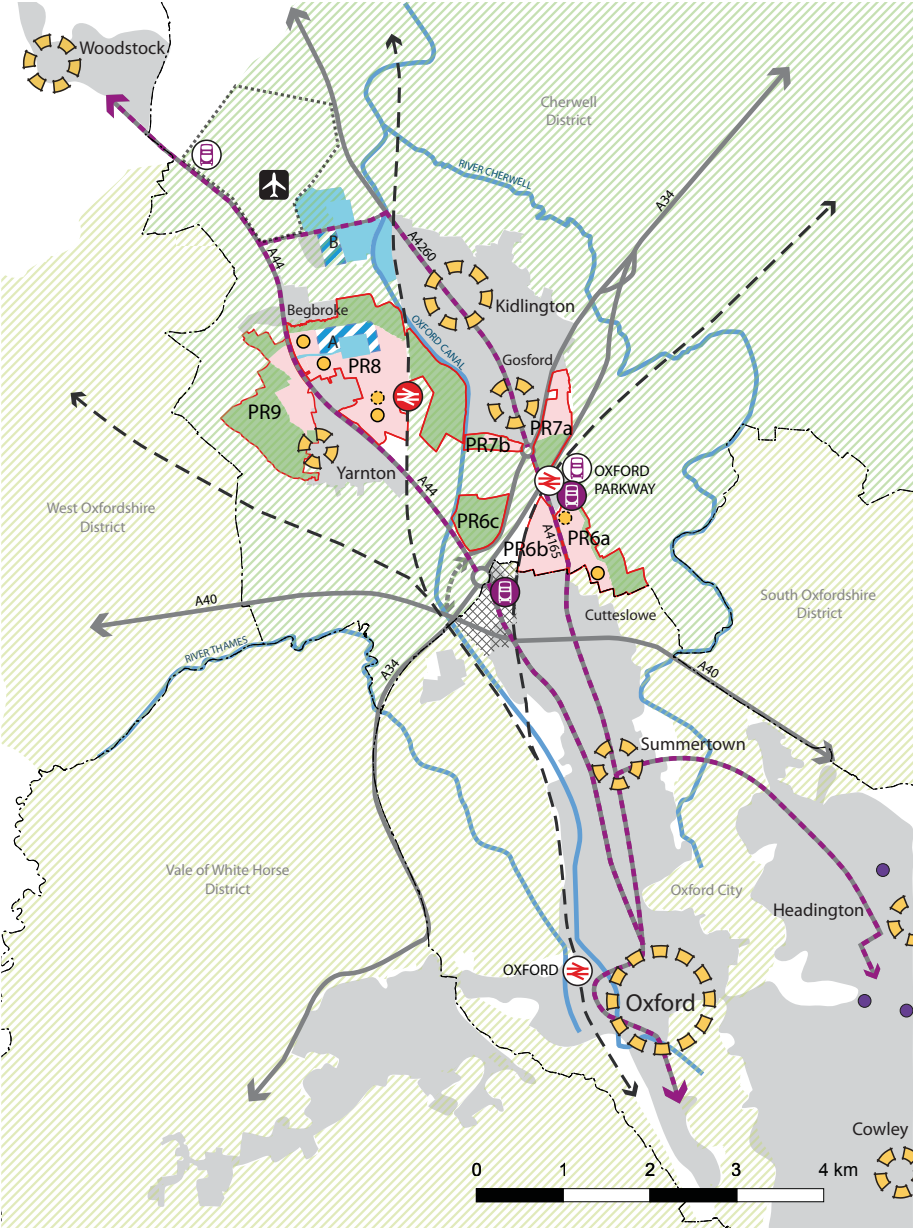
Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram Fig. 3 overleaf, and thematic figures 3-7 which follow. Full details of each site's role are contained with LPPR policies.

The role of the land south east of Kidlington site (PR7a)

Site PR7a is located on the south eastern edge of Kidlington and Gosford and will be a village extension, integrated with the existing settlement, with easy access to existing shops and local facilities and to Oxford Parkway station. Planned improvements to public transport, walking and cycling on Oxford Road will enhance the already excellent access from this site by bus into Kidlington village centre and south into Oxford.

Land in the south west of the site will form part of a strategic green infrastructure corridor, maintaining a protected green gap between Kidlington and Oxford. The GI corridor provides a walking and cycling connection to the Oxford Canal, Stratfield Brake recreation grounds and beyond to site PR8, creates new areas of wildlife habitat and formal sports provision to meet identified local needs.

2.0 The Strategic Vision and Context



- Allocation site boundaries
- District boundaries
- Green Belt
- Existing settlement
- Proposed residential development
- Proposed green infrastructure and formal recreation provision
- Existing centres
- Proposed local centres
- Proposed schools
- Existing hospitals
- Existing employment area
- Proposed employment area
A: land reserved for extension to Science Park
B: permission granted for Technology Park
- Oxford City proposed Northern Gateway development
- Sustainable movement corridors
- Rail lines
- Existing rail station
- Potential new rail station
- London Oxford Airport
- Existing Park & Ride
- New or expanded Park & Ride
- County Council proposed link road

N.B The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

Fig. 3: LPPR key diagram - for illustrative purposes only

2.1.2 Economic relationships

The sites are located in close proximity to local centres, key employment sites and sites which have an important economic relationship with Oxford and form part of Oxfordshire’s ‘Knowledge Spine’. These include existing locations within Cherwell (Oxford Parkway Railway Station, London-Oxford Airport, Langford Lane commercial area in Kidlington and Begbroke Science Park) and within the city of Oxford (the Oxford Northern Gateway site – also known as Oxford North), which will be a key driver of employment growth.

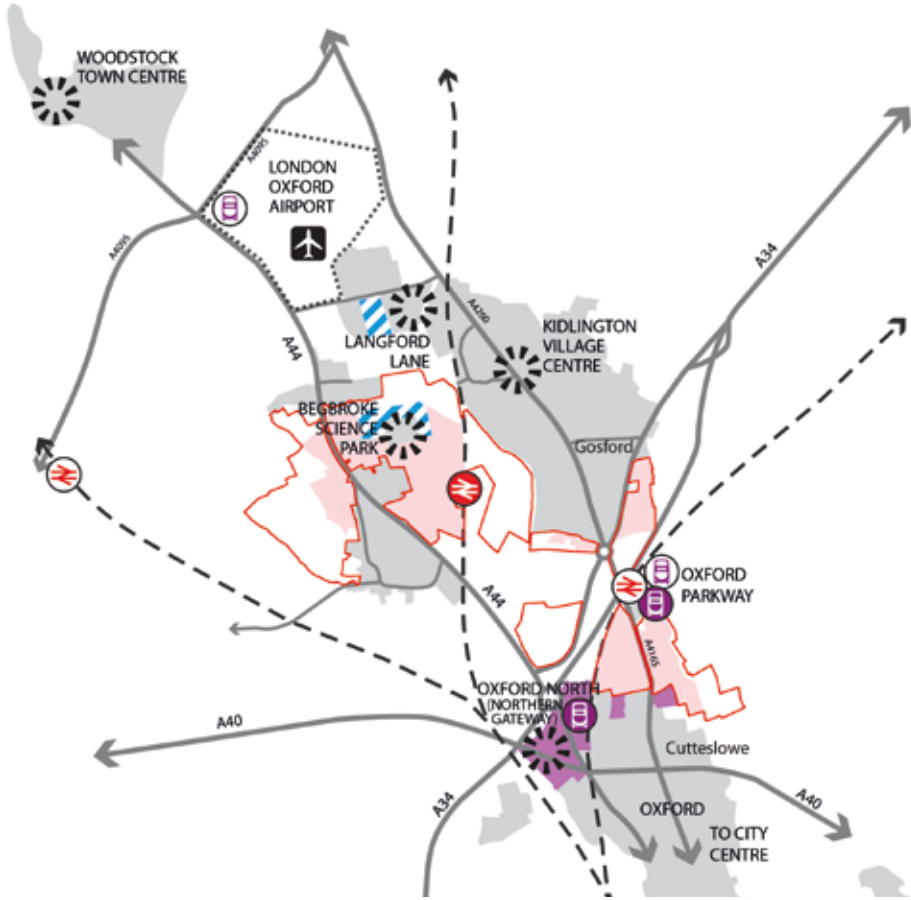


Fig. 4: Economic links

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- Proposed employment area
- Employment centres
- P

 Existing Park & Ride
- P

 New or expanded Park & Ride
- T

 Existing rail station
- T

 Potential new station

2.1.3 Sustainable movement corridors

All sites are located on the major public transport routes of the A44 and A4260/ A4165 connecting southern Cherwell to Oxford City and Oxford Parkway station. Significant enhancements to public transport and walking and cycling provision are to be delivered on these routes through the County Council's Local Transport Plan and its strategy for Park & Ride and Rapid Transit. Additional walking and cycling routes are to be created through corridors of green infrastructure including the Oxford Canal corridor.

The emphasis on sustainable modes of travel enables less 'car-centric' movement patterns, promotes active and healthy travel choices and supports inclusion through the provision of convenient, accessible and affordable travel to places of work, recreation and community services.

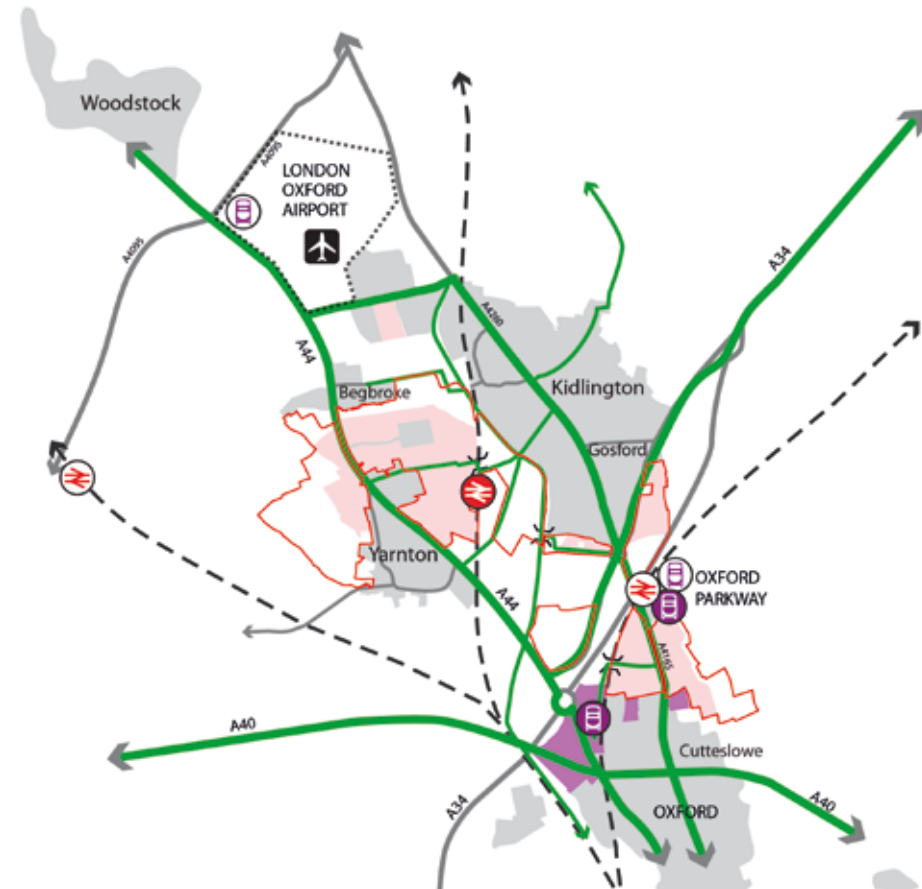
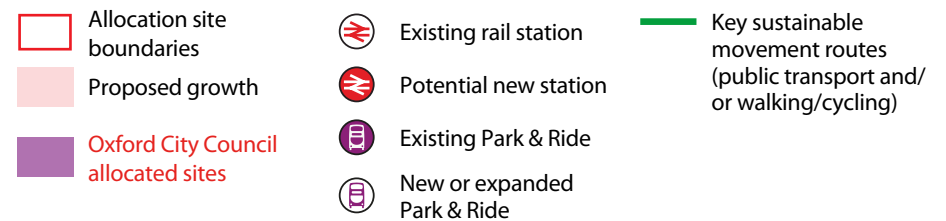


Fig. 5: Sustainable movement routes



2.1.4 Strategic green infrastructure corridors

The sites deliver significant areas of new publicly accessible green infrastructure (GI) and new areas of wildlife habitat which form part of strategic GI corridors:

- ① to the west of Yarnton, Begbroke and Oxford
- ② along the Oxford Canal
- ③ to the east of Oxford and Kidlington/Gosford
- ④ between Kidlington/Gosford and Oxford

The corridors provide an attractive setting for development and have multiple benefits. They help to maintain separation and distinction between individual settlements; create an appropriate edge and access to the countryside; protect and enhance natural, historic and biodiversity assets; provide corridors for wildlife; and provide leisure and recreation opportunities and walking/cycling routes which encourage health and wellbeing in the existing and new population. Further details of the strategic GI corridors are shown in Appendix 6 of the LPPR.

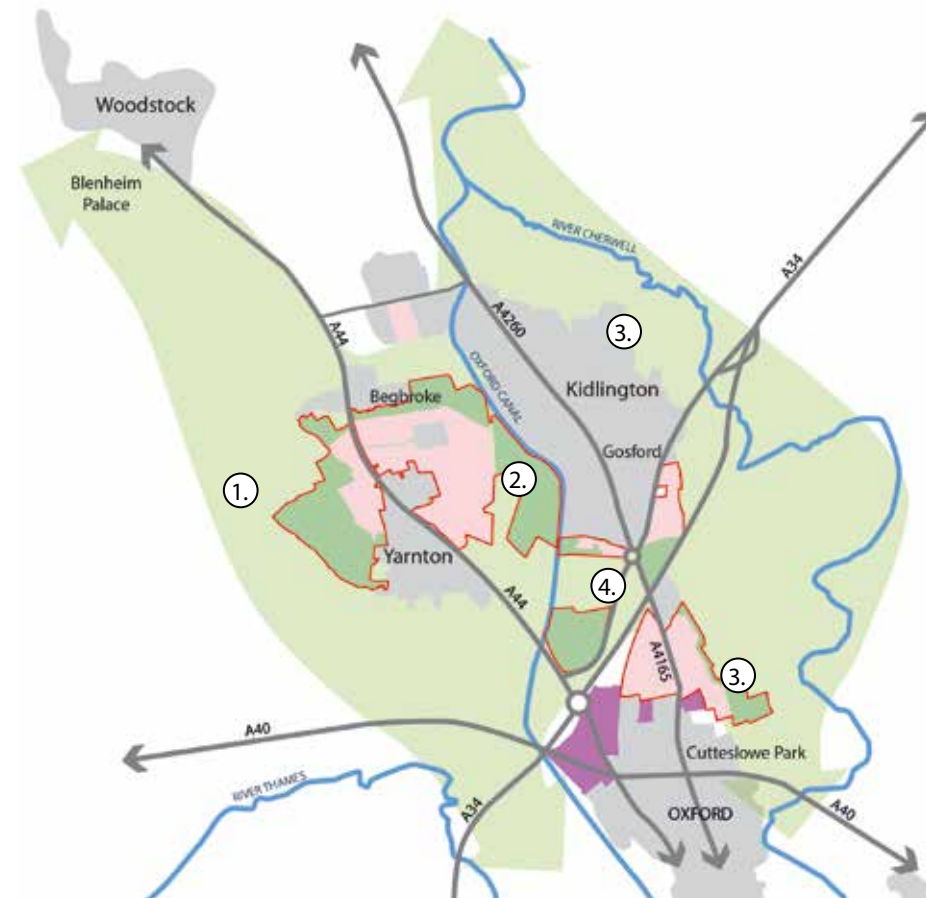
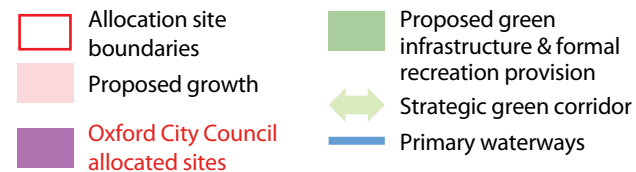


Fig. 6: GI corridors



2.1.5 Community services

The planned local provision, through the new housing development, of schools (a primary school in North Oxford and two primary schools and a secondary school at Begbroke), new local centre facilities (in North Oxford and Begbroke) and formal sports/play areas, provides new facilities which benefit the existing and new population.

Locating facilities within the sites in accessible locations will further support and enhance the potential for widespread uptake of walking and cycling for local trips. The location of schools and local centres shown here as in the LPPR has, in some cases, been reviewed through the Development Brief process.

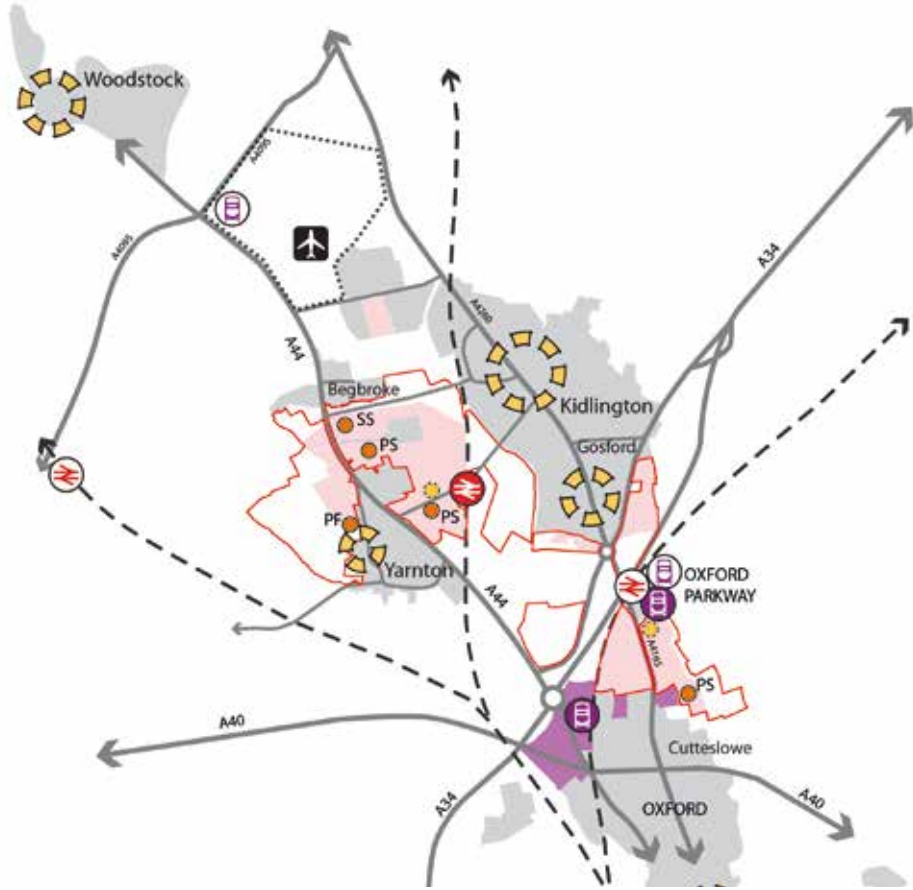


Fig. 7: Local centres and schools

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- Existing rail station
- Potential new station
- Existing Park & Ride
- New or expanded Park & Ride
- Indicative school location
PS - Primary School
SS - Secondary School
PF - Playing Fields
- Existing local centre
- Indicative new local centre location

3.0 Context

3.1 The Planning Policy Context

The site subject to this Development Brief - Land South East of Kidlington – is guided by Policy PR7a of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR7a) the LPPR also contains a number of policies which seek to guide the development of each of the sites and ensure they deliver the homes that are needed, supported by the necessary infrastructure.

Where appropriate, these policies have influenced the content of the Development Brief. In other cases they will need to be followed when planning application(s) are submitted to the Council and all planning applications will be assessed against these policies.

3.1.1 Policy PR7a - Land use Requirements

An extension to Kidlington on 32 hectares of land to the east of Bicester Road with the following land use requirements:

- Residential development
 - 430 net dwellings on 21 hectares of land
 - 50% affordable housing
- An extension to Kidlington Cemetery on 0.7 hectares of land within the developable area.
- 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.
- Provision for required emergency services infrastructure.
- Play areas and allotments within the developable area.
- Contributions towards community facilities.

The land use requirements have been included in the brief for reference only.

Development is to be phased in accordance with the timing of provision of supporting infrastructure and facilities.

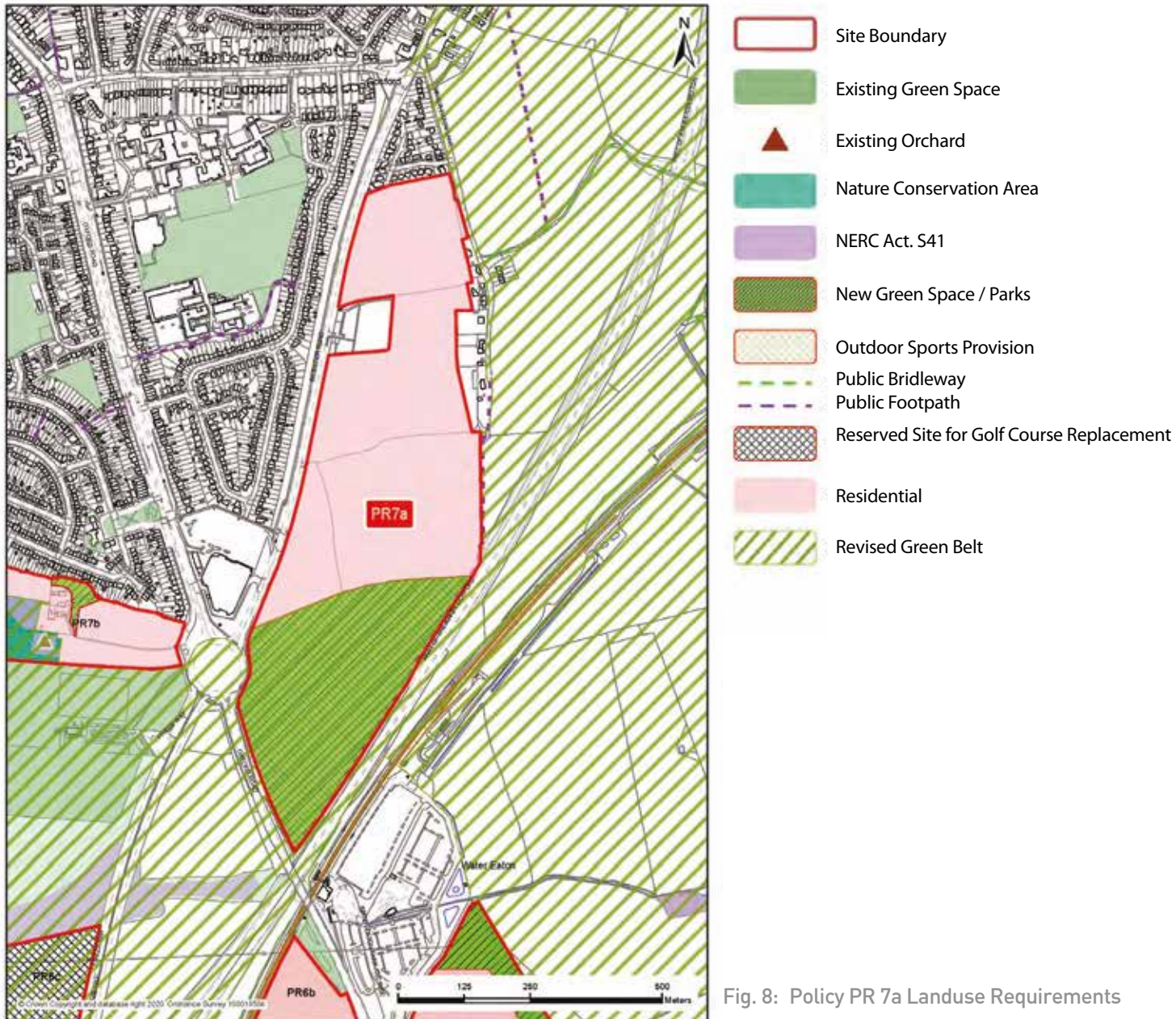


Fig. 8: Policy PR 7a Landuse Requirements

3.1.2 Submission of Planning Applications

Applications for planning permission for housing in Cherwell to meet Oxford's unmet housing needs will be considered having regard to the policies of the Development Plan and other material considerations such as the National Planning Policy Framework and Planning Practice Guidance.

The Council will need to assess whether or not development proposals meet the vision, objectives and policies of the LPPR and any other relevant policies from other parts of the Development Plan. This Development Brief is a material planning consideration. See Section 1.2 which explains the status of the Development Brief.

Other material considerations will include relevant Supplementary Planning Documents (SPDs). A list of relevant policy and guidance that has informed this Development Brief is provided at Appendix A.

Further guidance on the submission of planning applications is given in section 7.0 of this Development Brief.

3.2 The Site Context

This section provides a brief overview of the development site PR7a and its context.

3.2.1 Location and Size

- 32 hectares of land to the south eastern edge of the settlement of Kidlington. Bounded by Oxford Road (A4165) to the south west, the A34 to the east, Water Eaton Lane to the north east and Bicester Road to the west.
- Part of the site lies within the Oxford Green Belt. The Green Belt boundary is shown in Fig. 9.
- The northern part of the site is being promoted by Hill Residential Ltd and the southern part by Barwood Development Securities Ltd. The control of the land is shown in Fig. 10.

3.2.2 Topography

- Generally, the site is relatively flat, with a gentle 6m fall from the west to east of the site. This is over a distance of approximately 500m.

3.2.3 Existing Land Uses and Services/Facilities

- The site is currently in agricultural use. It comprises two pastoral fields and two arable fields, with established hedgerows and occasional trees along the field boundaries. The site's central field is indented by a recently constructed cemetery and former allotments, and includes a small car park with vehicular access off Bicester Road.
- The site is in close proximity to the Sainsbury's supermarket and petrol filling station to the west of Bicester Road.
- To the south west of the site lies the Stratfield Brake recreation ground containing playing fields.
- Residential properties to the west of the site back onto Bicester Road.

Properties on Water Eaton Lane and Beagles Close back onto the site's eastern and northern boundaries.

3.2.4 Existing Access and Movement Network

- The site is accessed from Bicester Road in the west and via Water Eaton Lane in the north east.
- A public right of way runs along the south eastern boundary and provides access to the wider countryside to the north east of the site. This public footpath joins the Oxford Green Belt Way, forming a wider circular recreational route around Kidlington and to Oxford.
- A signalised pedestrian crossing point is located near Sainsbury's supermarket on Bicester Road to the west of the site.
- National Cycle Network Route 51 runs along the Oxford Road.
- Bus stops on Oxford Road and Bicester Road are served by frequent bus routes towards Kidlington, Oxford, Woodstock, Banbury and Bicester. Bus stop locations are shown on Fig. 9.
- Oxford Parkway rail station and Park & Ride are located to the south east with good train services to Oxford and London and, starting from 2024, new services to Milton Keynes and Bedford. Services to Cambridge are expected from 2028.
- Land on the eastern side of the A34 and railway line, is a safeguarded aggregate rail depot under Policy M9 of the Minerals and Waste Core Strategy. This is operated by Hanson.

3.2.5 Development Proposals in Surrounding Areas

- Land west of Oxford Road (PR7b) lies to the western side of the site on the other side of Kidlington Roundabout.
- Land East of Oxford Road (PR6a) and Land West of Oxford Road (PR6b) are located to the south on Oxford Road beyond the railway line and the A34.

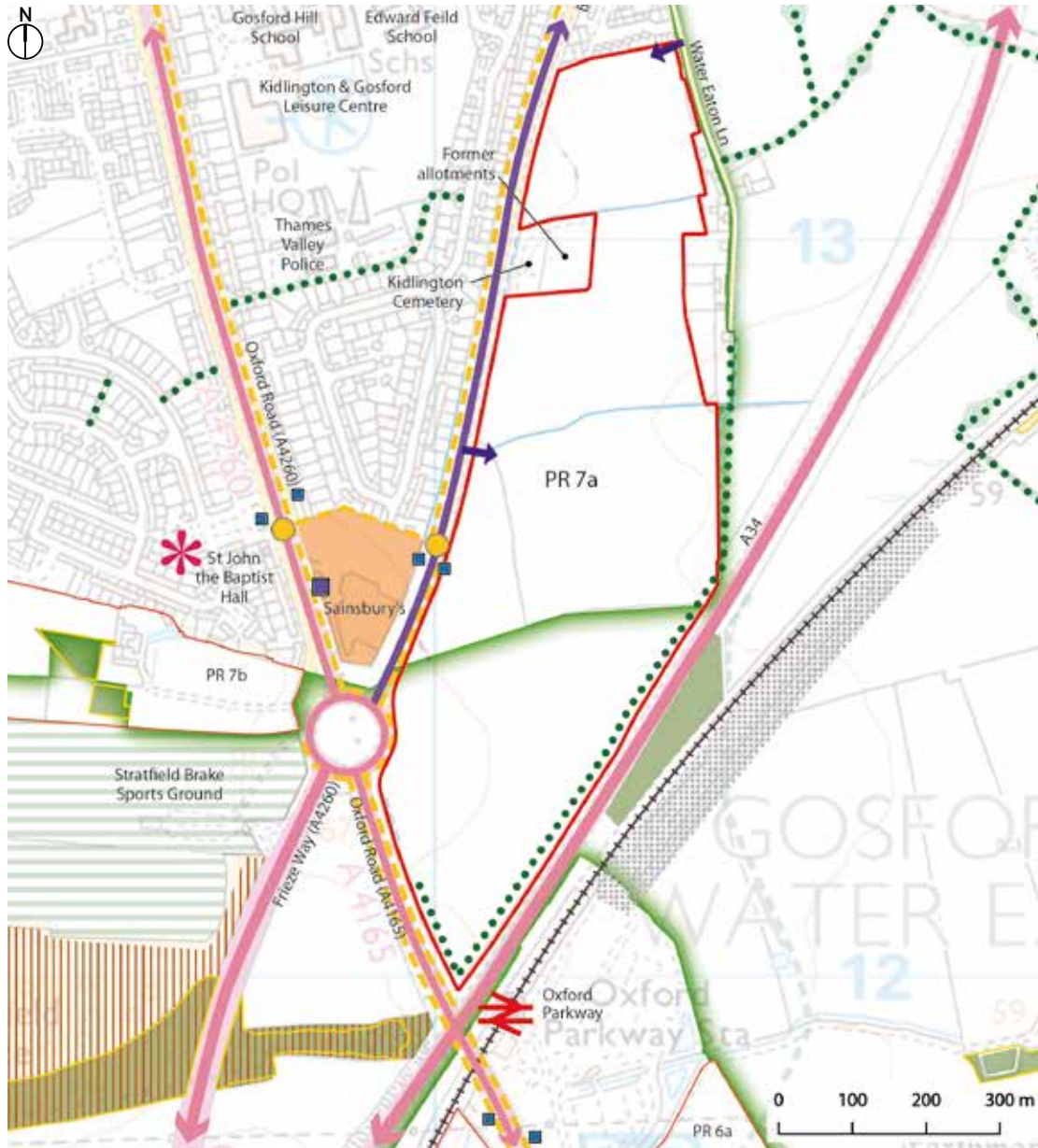


Fig. 9: Site context

- Site boundary
- - - Site boundary of adjoining sites
- Green Belt
- Priority Habitat inventory
- NERC Act S41 Habitat
- District Wildlife Site
- Stratfield Brake Sports Ground
- Safeguarded aggregate rail depot
- Watercourse
- - - Ditch
- - - Railway Line
- A-road
- B-road
- Existing access
- Public Rights of way
- - - Cycle/pedestrian route
- Signalised crossing points
- Bus stop
- Petrol filling station

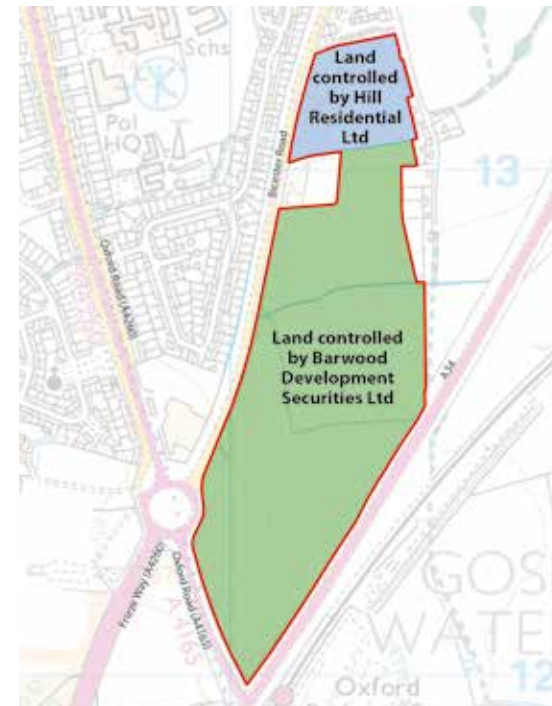


Fig. 10: Land ownership

4.0 Site Appraisal

4.1 Site Constraints

- There is public right of way passing through the site that joins the Oxford Green Belt Way. ①
- The noise arising from the railway line, A34, Bicester Road and the aggregate rail depot to the east of the A34 will potentially have an impact on the site. ②
- The site is close to an Air Quality Management Zone.
- The site is crossed by 33kV overhead power lines. ③
- The site is located within an area of known archaeological potential with prehistoric and Roman finds. There is moderate potential for agricultural post-medieval archaeology.
- There are ridge and furrow earthworks between Kidlington Cemetery and former allotments.
- The site is separated from Kidlington Conservation Area and the nearest listed buildings by modern development. However, older properties on Water Eaton Lane could be non-designated heritage assets.
- No problematic ground conditions or contamination issues have been identified to date.
- The site falls predominantly within Flood Zone 1 (low probability of flooding). The north eastern corner of the site lies within Flood Zone 2 and 3. ④
- Patches of land in the east and middle part of the site are at moderate to high risk for surface water flooding. Surface water flooding has also been reported at the cemetery. ⑤
- There are a number of ponds and ditches and surface water drainage routes on the site. ⑥
- The site contains historic hedgerows dating back to at least 1884. ⑦
- There are a few moderate quality trees and groups of trees which are situated along the site boundaries. ⑧
- The site is visually well-contained with few public views into the site, however there is sensitivity in relation to views into the cemetery from the site. ⑨
- Rear gardens abut part of the site to the north and north east. Otherwise the site edges are well defined by hedgerows, shrubs and trees. ⑩

4.0 Site Appraisal

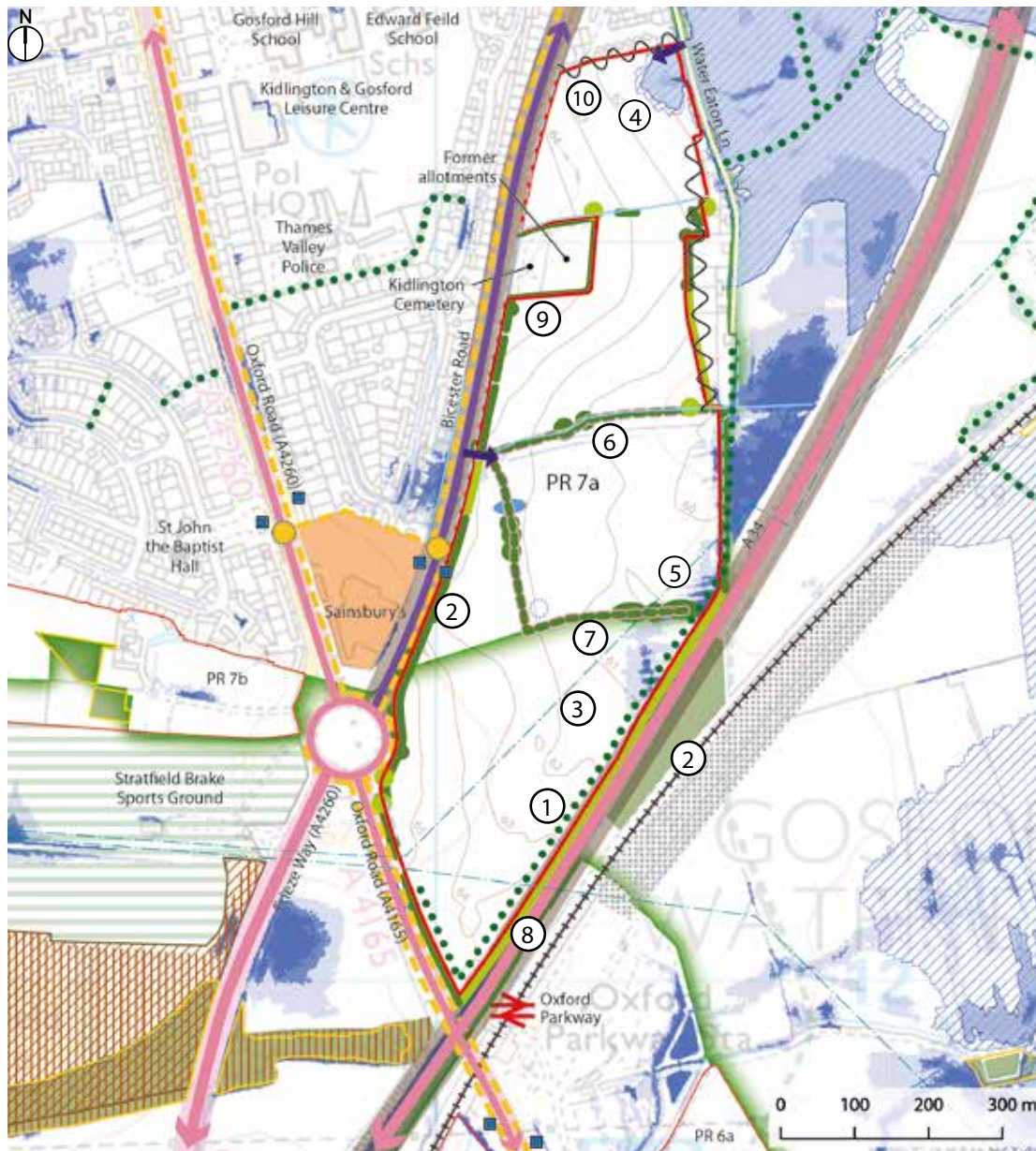


Fig. 11: Site constraints

- Site boundary
- Site Boundary of adjoining sites
- Green Belt
- Priority Habitat inventory
- NERC Act S41 Habitat
- Woodland Trust Sites
- District Wildlife Site
- Stratfield Brake Sports Ground
- Safeguarded aggregate rail depot
- Historic hedgerow
- Moderate quality hedgerows and trees
- Other hedgerows and trees
- EA Flood Zone 2
- EA Flood Zone 3
- 1 in 30 Surface Water Floodrisk
- 1 in 100 Surface Water Floodrisk
- 1 in 1000 Surface Water Floodrisk
- Watercourse
- Ditch
- Standing water
- Pooling water
- Railway Line
- A-road
- B-road
- Existing access
- Public Rights of way
- Cycle/pedestrian route
- Signalled crossing points
- Bus stop
- EHV 33kv overhead line
- Contour line
- ~ Housing backs
- Noise pollution requiring mitigation

4.2 Site Opportunities

The detailed requirements for this site are set out in Policy PR7a of the LPPR. In addition to these requirements the following opportunities have been identified.

4.2.1 Place Shaping

- Opportunity to create an integrated extension to Kidlington that provides an appropriate edge to the village and maximises walking and cycling links and provides well connected green infrastructure.
- Layout to enable a high degree of integration and connectivity between the proposed development and the existing, particularly to Kidlington where local amenities are accessed including Stratfield Brake Sports Ground.

4.2.2 Heritage and Townscape Character

- Opportunity to create a distinctive neighbourhood but at the same time respond appropriately to the landscape, settlement patterns, building typologies and traditional materials of the local area (See Cherwell Design Guide section 2.3).
- Development should be sensitive to the historic development pattern of Water Eaton Lane. ①
- Opportunity to create frontage to proposed public open space and sports facilities.
- Design to consider appropriate building heights and character relating to the existing residential character of the surrounding area.
- Opportunity to provide the cemetery extension within the new development and create an appropriate edge between the cemetery and residential properties. ②

4.2.3 Views and Sightlines

- Layout to be sensitive to views from property rears on Water Eaton Lane and Beagles Close.
- Layout to consider limiting views into the cemetery recognising the need for privacy.

4.2.4 Landscape Character

- Opportunity to provide an enhanced area of woodland along the south-eastern boundary of the site and establish a new area of woodland planting to screen the site from highways/rail infrastructure. ③
- Opportunity to protect, restore or enhance existing hedgerows and trees. ④
- Opportunity to protect and enhance the existing wildlife corridors and provide a connected corridor of green infrastructure across the site, joining with Stratfield Brake District Wildlife Site, NERC Act S41 Habitat and PR7b.
- Opportunity to retain existing ponds and ditches within the landscape design of the site as part of the Sustainable Drainage System.
- Opportunities to retain and enhance existing habitats and achieve a net gain in biodiversity through the creation of new/improved habitats.
- Opportunity to provide formal sports facilities for the development and the wider community within the Green Belt. ⑤
- Opportunity to retain the open landscape character in the southern part of the site to maintain the sense of separation between Kidlington and Oxford. ⑥

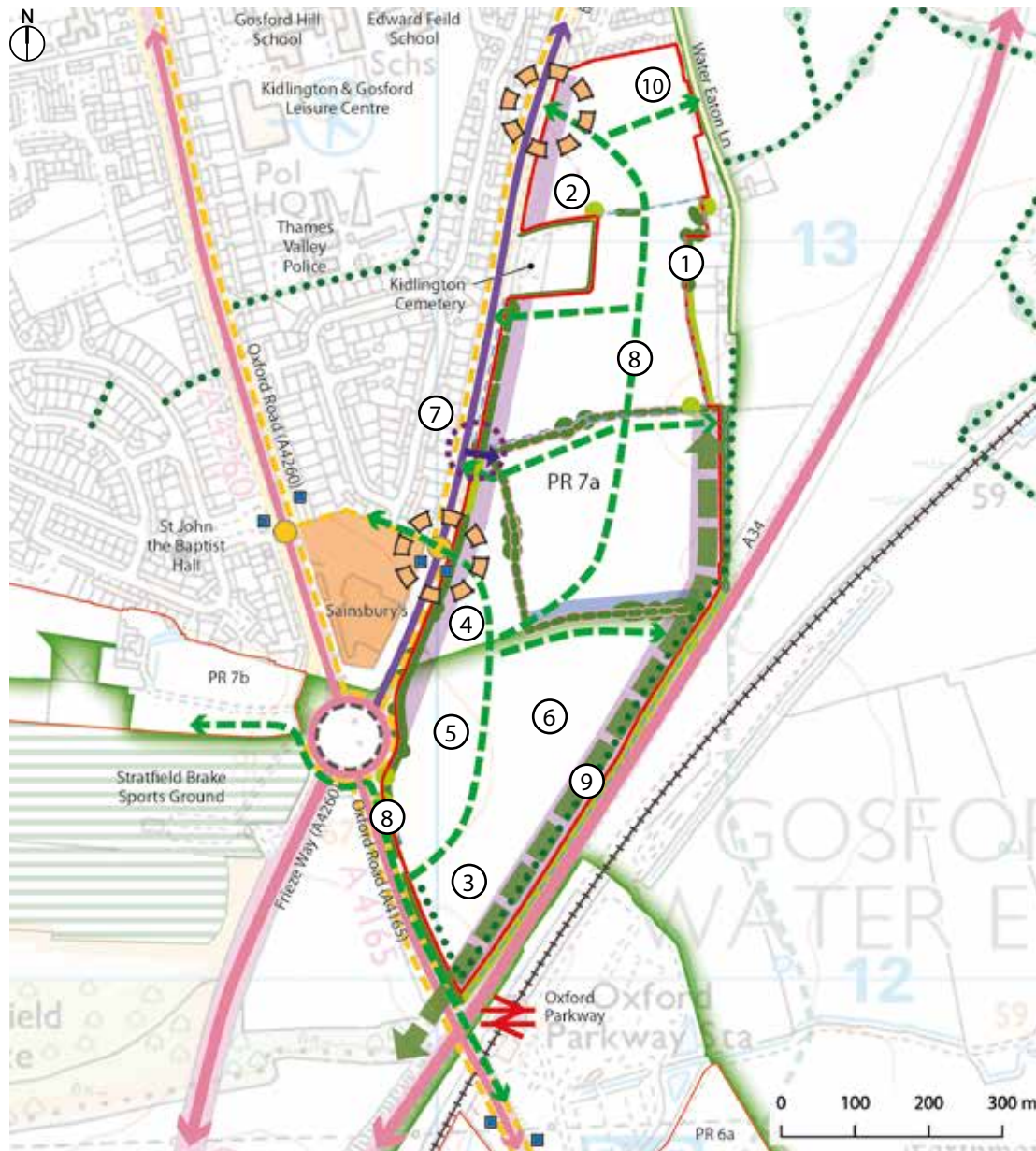


Fig. 12: Site Opportunities

Site Context

- Site boundary
- - - Site Boundary of adjoining sites
- Green Belt
- Railway Line
- Historic hedgerow
- Moderate quality hedgerows and trees
- Other hedgerows and trees
- ➔ A-road
- ➔ B-road
- ➔ Existing access
- ⋯ Public Rights of way
- - - Cycle/pedestrian route
- Signalled crossing points
- Bus stop

Site Opportunities

- ➔ Green corridor forming link
- ➔ Legible pedestrian/cycle connection
- Kidlington Roundabout improvements
- Important pedestrian/cycle connection node
- Create frontage overlooking public open space
- Improvements to existing junction to enable access
- Ditch to retain
- Opportunity for noise and air pollution mitigation

4.2.5 Movement and Access

- Opportunity for new vehicle access from Bicester Road including potential to make use of existing access point from Bicester Road to the south of Kidlington Cemetery. (7)
- Opportunity to promote sustainable modes of transport and create a high quality walking and cycling network across the site and off site, responding to desire lines especially towards Oxford Parkway Station / Park & Ride, Oxford Road and Bicester Road bus stops, local shops, and connecting with Stratfield Brake and the PR7b/PR8 green link. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans. (8)
- Opportunity to improve the existing right of way leading to the surrounding countryside and PR6a, ensure that it provides for pedestrians and cyclists, linking it into wider footpath and cycle network. (9)
- Opportunity to provide well-designed connections between the Bicester Road, residential development, the sports facilities and the existing public right of way.
- Opportunity to create a direct pedestrian/cycle link to the north of the development onto the existing Water Eaton Lane. (10)
- Opportunity for new bus stops on Bicester Road to facilitate enhanced public transport access to Oxford and Bicester.
- Opportunity to connect with active and public transport enhancements to Oxford Road and Kidlington Roundabout (to be delivered by OCC) and National Cycle Route 51.
- Opportunity to contribute towards enhancement of pedestrian and cycle links between the Kidlington roundabout and the Cutteslowe roundabout.



View south west along Bicester Road adjacent to Sainsbury's supermarket. The hedge on the left of the image is the site boundary.



View in the southern part of the site looking west across the site towards Sainsbury's.



View from the southern corner of the site looking north east. The public footpath is visible on the right of the image.

5.0 Vision and objectives

5.1 Vision

In response to the site's local surrounding context and constraints, the vision for Land South East of Kidlington has gradually evolved to affirm the design opportunities available to meet the objectives of the LPPR and is described below. The vision is further developed by the Design Principles contained in this document which set out the detailed requirements.

The development site will become an extension to Kidlington that will be fully integrated and connected with the surrounding built environment. It will provide an attractive residential neighbourhood, with high quality, publicly accessible and well-connected green infrastructure and a modern, highly functioning outdoor sports facility. The development will maximise opportunities for walking, cycling and wheelchair use and will connect to sustainable movement routes towards Oxford Parkway Station, Kidlington, Oxford and Begbroke and existing footpaths.

The land south east of Kidlington is to be developed following the guidance contained within this document and in line with the policies of the Adopted Cherwell Local Plan 2011-2031 (Part 1), Cherwell Local Plan Partial Review 2011-2031 (Part 1) Partial Review – Oxford's Unmet Needs, guidance in the Cherwell Residential Design Guidance (2018) and other relevant national and local policy and guidance. Key relevant local policies and guidance are listed at the end of each section of this chapter and the Development Principles chapter (Chapter 6) although all relevant policies, including those not listed, should be responded to. In particular, the development should meet the requirements set out in Partial Review Plan Policy PR7a (see chapter 3.0 for details).

In summary, key delivery requirements under Policy PR7a are:

- 430 homes on 21 hectares of land
- 0.7 hectares of land for an extension to Kidlington Cemetery
- 11 hectares of land for green infrastructure including formal sports facilities
- Land for play areas and allotments within the developable area.

Fig. 13 illustrates the development framework for the site reflecting the vision and the requirements of Policy PR7a. Detailed design requirements which underpin the delivery of this development framework are set out in the next chapter.



Fig. 13: Development framework

* subject to highway testing

- Site Boundary
- Site Boundary of adjoining sites
- Cherwell Local Plan
Partial Review allocations
- Residential
- New public green space/park
- Development brief proposals and existing features
- Proposed green spaces within developable area
- Informal public parkland, habitat creation and woodland planting
- Area for expansion of cemetery
- Woodland planting and habitat creation
- Zone to contain formal sports facilities
- Sports pavilion and car park (indicative location)
- Priority Habitat Inventory
- Moderate quality hedgerows and trees
- Other hedgerows and trees
- New hedgerows
- Indicative location for noise attenuation bund (to be confirmed through detailed assessment)
- Ditch retained and buffered by public open space, and integrated into site drainage
- Indicative SuDS feature
- Standing water
- Drainage attenuation features (indicative location)
- Play area (indicative location)
- Allotments (indicative location)
- Vehicular access*
- Vehicular access to allotments and sports pavilion
- Existing Public Rights of Way
- Strategic cycle route
- New public walking and cycle routes

6.0 Development Principles

6.1 Sustainable Construction and Energy Efficiency

The development is to comply with and where possible exceed the local and national standards for sustainable development. This includes mitigating and adapting to climate change, increasing local resource efficiency, minimising carbon emissions, promoting decentralised and renewable or low carbon energy and ensuring that the risk of flooding is not increased.

The detailed layout of the development will need to encourage the sustainable and safe management of waste in each individual household while minimising visual and pollution impacts. The use of recycled materials in the construction of the development and consideration of the Circular Economy is supported.

Construction Exclusion Zones and haulage routes are to be incorporated into the build programme in order to protect the site's green infrastructure and topsoil resource. Topsoil is to be managed in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites 2009 (CCoP) published by the Department of Environment, Food and Rural Affairs (Defra).

Electric vehicle charging is to be provided in accordance with the most recently adopted policy.

Refer to the following policies for detailed requirements.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy ESD 1: Mitigating and Adapting to Climate Change
 Policy ESD 2: Energy Hierarchy and Allowable Solutions
 Policy ESD 3: Sustainable Construction
 Policy ESD 4: Decentralised Energy Systems
 Policy ESD 5: Renewable Energy
 Policy ESD 6: Sustainable Flood Risk Management
 Policy ESD 7: Sustainable Drainage Systems
 Policy ESD 8: Water Resources
 Policy ESD 15: The Character of the Built and Historic Environment

Cherwell Residential Design Guide SPD (adopted 16 July 2018)

Chapter 4: Establishing the Structuring Principles
 Chapter 7: Building Elevations and Details
 Chapter 8: Innovation and Sustainability

6.2 Healthy Place Shaping

Healthy place shaping is a strategic priority for both Oxfordshire's Health & Wellbeing Board and the Future Oxfordshire Partnership (formerly the Oxfordshire Growth Board) which is using the Oxfordshire Housing & Growth Deal to embed healthy place shaping in the planning process, especially in light of emerging evidence from local and national experience of Healthy New Towns (including the initiatives at Barton Park and Bicester Healthy New Towns) and the significant positive impact on health and well-being. This is reflected in the guiding principles of the Oxfordshire Strategic Vision.

This early planning and provision of health promoting design and infrastructure, such as community facilities, green spaces and safe and legible walking and cycling routes, has been shown to be important in influencing and establishing positive behaviour, healthier life-style habits and cohesive, connected communities. The site will be developed in a way which contributes to healthy living and the well-being of local residents. It will:

- provide new and enhanced walking, wheelchair and cycling connections which support active lifestyles at any age and which prioritise pedestrians and cyclists over the car
- improve and enhance connectivity to the existing public rights of way, National Cycle Route 51 and existing facilities at Stratfield Brake sports ground, Oxford Parkway Rail Station and Park & Ride
- provide connections with strategic cycling and walking routes on Oxford Road connecting north and south to Kidlington and Oxford, and which join up with the proposed strategic cycling and walking route crossing PR7b towards the Oxford Canal.
- provide new and improved bus stops on Bicester Road
- provide new sports pitches and supporting facilities complementing the existing facilities at Stratfield Brake and linking with these facilities through the provision of improved pedestrian and cycling infrastructure connections.
- create significant areas of new accessible public open space, woodland, food growing opportunities and children's play space

- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life
- accessibility is to be considered in the design of streets, public realm and properties. For example, in relation to property accessibility for wheelchair users this would include providing private access from the ground floor to flats, accessible parking spaces next to the entrance, and avoiding reliance on lift access to upper floors

The Health Impact Assessment commissioned for the Oxfordshire Authorities has been developed as an HIA proforma/toolkit and methodology to be applied to local plans and major developments in the county to achieve a consistent approach. The toolkit was published in 2021.

The development of the site should comply with policies that promote the creation of healthy communities including those listed below.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD15: The Character of the Built and Historic Environment

6.3 Character and Layout

The site is to be developed as an extension of Kidlington with frontage to Bicester Road and connectivity with surrounding streets and footpaths. Retained Green Belt in the south of the site will be enhanced and will include a new outdoor sports facility, habitat and informal parkland. Green corridors 'greenways' will be created running north-south and east-west through the site linking characterful spaces for play and recreation and providing connected walking, cycling and wheelchair user links.

The design of the site is to respond and connect with development proposals in the surrounding area, in particular site PR7b to the west. The development is to follow the design approach set out in the Cherwell Residential Design Guide with site specific requirements detailed below.

Development principles:

- The development is to provide a legible hierarchy of streets and spaces, with urban form and massing varying in response to the proposed character areas and local setting, including the surrounding landscape and proximity to public transport routes. A monotonous suburban layout and highways-led design is to be avoided.
- The layout of the site is to prioritise access for walking and cycling. It is to provide east-west and north-south connections for pedestrians, cyclists and wheelchair users connecting all parts of the development towards Gosford and Kidlington, PR7b and Begbroke, Oxford, the surrounding countryside, sports facility including Stratfield Brake and public transport services including bus stops and Oxford Parkway Station.
- The design is to retain and integrate the existing public right of way along the eastern boundary of the site as part of the scheme.
- The layout and design are to sensitively respond to the historic development pattern of Water Eaton Lane.
- High quality design and architecture will be required which will improve the appearance of the built environment and respond to the locality through the use of materials, building typologies and detailing which are appropriate to the local area as set out in the Cherwell Residential Design Guide.
- A variety of different house types are to be provided in response to the proposed character areas. Individual properties are to be arranged to create enclosure and a well-defined frontage to the street.
- New houses are to front onto and overlook public green spaces and streets. They are to back onto existing rear gardens to create secure rear boundaries. The residential amenity of existing properties is to be protected through appropriate design at boundaries.

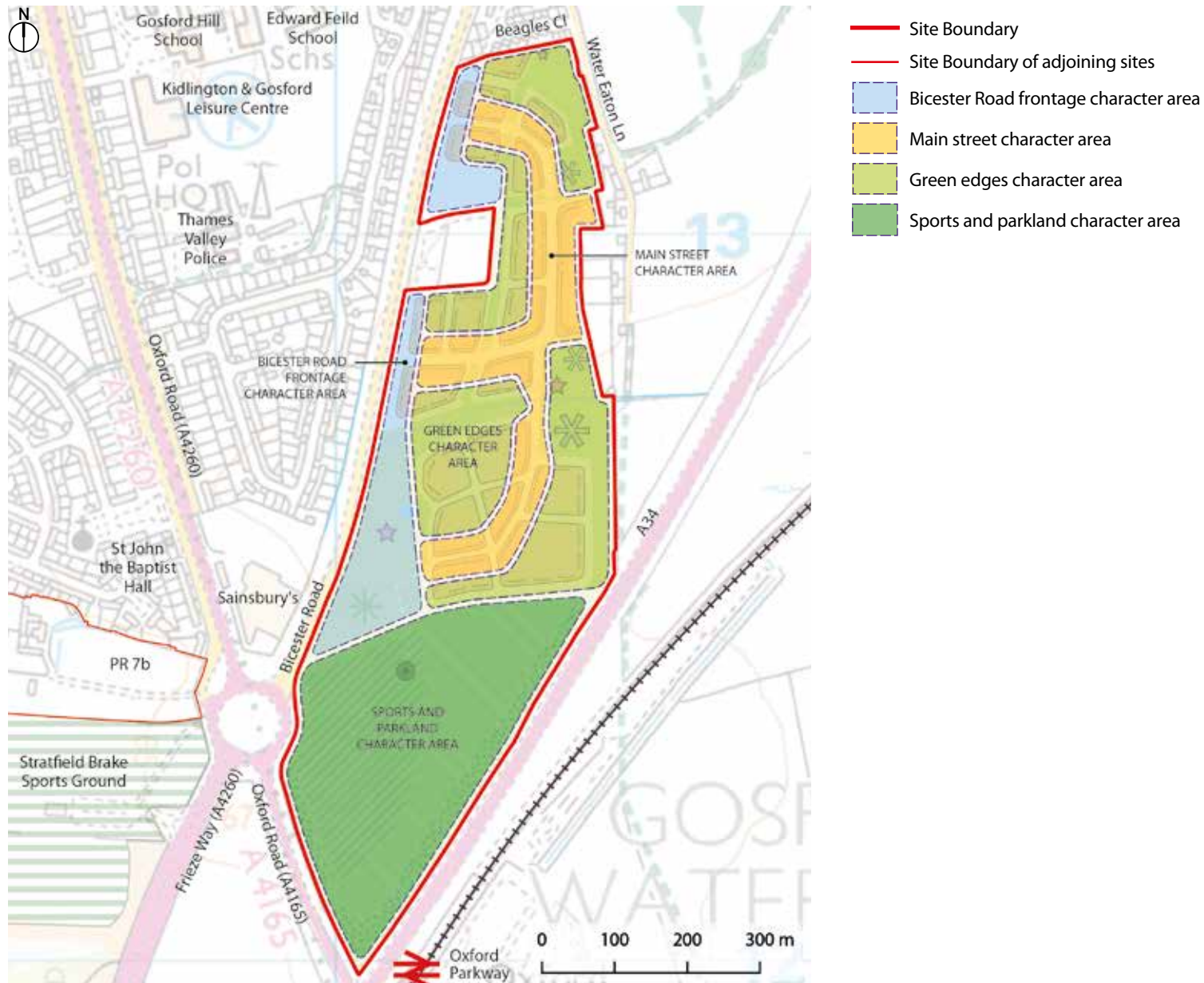


Fig. 14: Character areas

- Existing high-quality hedgerows, trees and drainage corridors are to be integrated into the overall layout, wherever appropriate, within green infrastructure corridors.
- The southern part of the site is to provide a range of green infrastructure typologies including informal open space, habitat enhancement, native species woodland planting and sports provision.
- Housing is to meet the Nationally Described Space Standards – Technical Standards and CDC’s Developer Contributions SPD.
- The affordable housing tender mix is to be agreed with Cherwell District Council. There is a preference for social rent tenure in line with Oxford City Council policy.

The development will create four complementary areas of character and appearance. Each character area generates a distinctive sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. There are three residential character areas described in this section. Further detail of the fourth character area, Sports and Parkland, is presented in section 6.5.

- Bicester Road frontage character area
- Main street character area
- Green edges area
- Sports and parkland character area

Fig. 14 provides an overview of the development site character areas. Fig. 15 provides further detail on layout, frontages and building heights. Block and street layouts are indicative and provide a general location to be refined through detailed design.



A variety of different house types arranged to create a near-continuous frontage to the street - example from Trumpington Meadows, Cambridge



- Site Boundary
- Site Boundary of adjoining sites
- 2-2.5 storey houses
- 2-3 storey houses or apartments
- └─ Key frontages (indicative)
- New public green space/park
- Informal public parkland, habitat creation and woodland planting
- Area for expansion of cemetery
- Woodland planting and habitat creation
- Zone to contain formal sports facilities
- Sports pavilion and car park (indicative location)
- Priority Habitat Inventory
- Moderate quality hedgerows and trees
- Other hedgerows and trees
- New hedgerows
- Indicative location for noise attenuation bund (to be confirmed through detailed assessment)
- Ditch retained and buffered by public open space, and integrated into site drainage
- Indicative SuDS feature
- Standing water
- ✱ Drainage attenuation features (indicative location)
- ★ Play area (indicative location)
- ✱ Allotments (indicative location)
- ↔ Vehicular access*
- ↔ Vehicular access to allotments and sports pavilion
- Existing Public Rights of Way
- ➔ Strategic cycle route
- ➔ New public walking and cycle routes

Fig. 15: Urban design

* subject to highway testing

6.3.1 Bicester Road frontage character area

The character area fronting onto Bicester Road will alternate between built development and green spaces working with the existing hedgerow boundary. New homes will front towards Bicester Road but be set back behind the existing hedgerow which will be retained but selectively thinned out to allow greater visibility to the properties. A shared surface access lane will provide access to property fronts. Kidlington Cemetery and its extension, and a new public green space and community allotments at the southern end of the character area will provide green breaks between the built development. Refer to Fig. 17 for an indicative cross section through the character area.

This character area will provide vehicular access to the development via two junctions onto Bicester Road, connected by the primary street.

Development principles:

Residential uses

- The principles of good acoustic design are to be followed in the layout and internal design to mitigate the noise arising from Bicester Road. The building frontage facing Bicester Road is to be near continuous. Breaks in the frontage are allowed but to be limited.
- The existing hedgerow/wooded edge is to be retained but selectively thinned out and replanted (subject to arboricultural and ecological survey and advice) to provide a more formal setting to the development allowing visibility towards the property frontages.
- Houses are to set back by a minimum 15m from the edge of carriageway, subject to noise and air pollution mitigation assessments and drainage requirements.
- Properties are to be generally 2-3-storeys townhouses or terrace housing typologies. Taller buildings are to be located at the entrance points to emphasise the gateways to the development.

- Vehicle access to the properties in this character area will be provided from the internal street layout, with a shared surface lane provided to property fronts where appropriate. Vehicle access to individual properties direct from Bicester Road will not be permitted.

Green spaces and community uses

- Green spaces are to retain the existing hedgerow/wooded edge and incorporate this into the landscape design of the space.
- **Land to the north of Kidlington Cemetery** is identified to accommodate 0.7 hectares of cemetery extension.
- A new public park is to be created fronting Bicester Road in the central/southern part of the site. The green space is bounded by existing hedgerows which are to be retained, and is to incorporate a NEAP/MUGA play space. The existing pond is to be retained and protected through provision of an ecological buffer.
- **At the southern end of the character area, 0.4 hectares of allotments are to be provided, forming a green corridor between the public park to the north and proposed sports facilities and green infrastructure to the south.**
- The design of the allotments and cemetery extension are to be agreed with CDC and Kidlington Parish Council.
- Direct access is to be provided from these green spaces to the north-south greenway walking and cycling route.

Bicester Road frontage character area location and precedent photos



Location plan

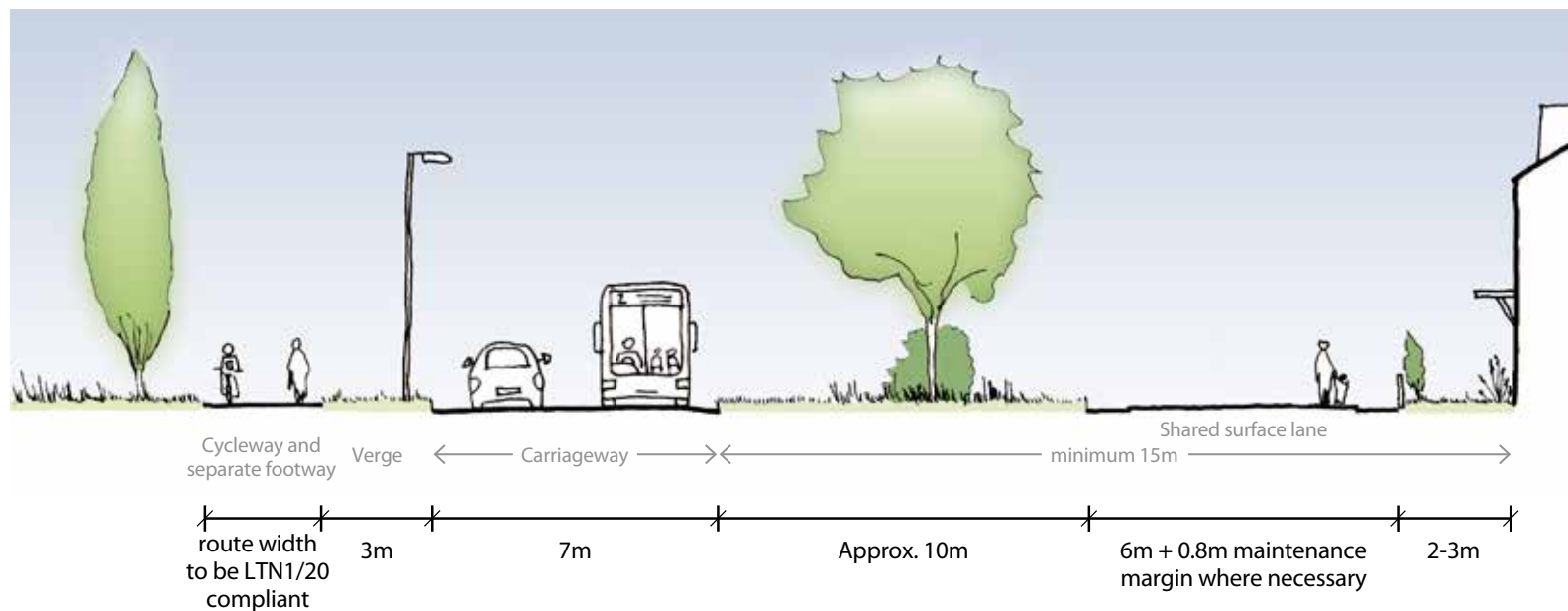


Shared surface lane providing access to properties



Townhouse terrace of 2-3 storeys, Woodstock

Fig. 16: A-A – indicative, typical Bicester Road section (refer to Fig. 17 for section location)



6.3.2 Main street character area

Running north-south in the middle of the site, this character area follows the main north-south movement route through the centre of the site and will be characterised by a residential urban form which strongly frames the main street and emphasises the importance of the route within the street hierarchy. It comprises two areas: northern and southern. The northern area will follow the primary street route and southern area relates to the secondary street leading to the sports facilities.

Development principles:

Northern area

- The primary street will connect two new junctions from Bicester Road and will have a formal character with street trees and a near continuous building frontage which provides a strong frame to the street.
- Appropriate house types in this area include 2-3-storey townhouses, small apartment buildings and short terraces with occasional semi-detached properties.
- Small front gardens with a formal boundary treatment (such as a wall, hedge or railings) are to be provided to ensure privacy in ground floor rooms and clear definition of the public/private boundary.
- Where the site abuts the rear of properties on Water Eaton Lane, a secure rear or side boundary between old and new is to be provided. **Building heights will be 2-2.5 storeys where existing property plots are shallower and development plots will provide the necessary offset to existing properties in line with section 6.7 of the Cherwell Residential Design Guide.**
- Parking is to be provided on street and on plot utilising a range of parking solutions in line with the guidance provided in the Cherwell Residential Design Guide.

Southern area

- The secondary street branching off to the south of primary street and leading to the sports facilities will have a formal character and a semi-continuous building frontage comprising short runs of terrace properties with some semi-detached houses and occasional detached houses.
- Buildings are to be 2-3-storeys.
- Front gardens of up to 3 metres will be bounded by a wall or hedge.
- Parking is to be provided on street and on plot utilising a range of parking solutions in line with the guidance provided in the Cherwell Residential Design Guide.

Main street character area location and precedent photos



Location plan



South West Bicester townhouses



Small front gardens with formal boundary treatment



Terrace properties at Elmbrook, Bicester



John Harper Road, Adderbury, arrangement of different house types to create a corner and continuous frontage with archway to rear parking court

6.3.3 Green edges character area

The green edge character area covers leafy residential streets surrounding and close to public open spaces and greenways running across the site. The character area has a less formal and less dense character than the Main Street and Bicester Road frontage character areas.

- Properties are to front onto open green spaces and greenways / green corridors incorporating walking and cycling routes to promote natural surveillance.
 - Existing hedgerows, trees and drainage features are to be incorporated by public open space taking the form of pocket parks and multi-functional, connected greenways.
 - A greater proportion of larger plots and homes will be expected in this character area. Appropriate house types include semi-detached, short runs of terrace and occasional detached properties, within an efficient overall layout. Buildings are to be arranged to form a cohesive overall street frontage, with an informal layout, while avoiding arbitrary variation in building set back and alignment.
 - Building plots will provide a secure rear or side boundary with existing properties on Beagles Close and the necessary offset to existing properties in line with section 6.7 of the Cherwell Residential Design Guide.
 - Building heights should be generally 2-storey with occasional 2.5-storey emphasizing key locations or where stronger enclosure to open space is required.
 - Landscaped front gardens up to 4m deep will provide a soft interface between the building line and street and should be bounded by brick or stone walls, railings or hedge.
- On-plot parking should generally be tucked to the side of properties to retain a sense of enclosure to the street and provide space for planted front gardens. On plot parking to the front of properties is not permitted.
 - The principles of good acoustic design are to be followed in the layout and internal design of properties in the south eastern part of the character area, to mitigate the noise arising from the A34 and railway.
 - It is anticipated that an acoustic bund will be required adjacent to the A34 to provide noise mitigation. The design of the bund is to incorporate appropriate native species planting to minimise the visual impact of the bund, with planting either on the bund itself or in a planted corridor adjacent to the bund, and is to ensure that the existing public right of way is retained or if necessary, rerouted in a well-overlooked alignment. The design is to be agreed with CDC's landscape architect.

Green edges character area location and precedent photos



Location plan



Homes overlooking public green space



Larger, detached property



A mix of house types overlooking green space at Milton Road, Adderbury

6.3.4 Sports and parkland character area

The fourth character area is located to the south of the site and is designated Green Belt. Uses within this character area include publicly accessible informal parkland, a new area of woodland planting and habitat and formal sports facilities.

This zone of green infrastructure provides an important green break between Kidlington and Oxford and forms part of a wider east-west green corridor linking west to Stratfield Brake and the Oxford Canal and eastwards towards the Cherwell Valley.

It is to be kept free from built development apart from a sports pavilion and parking adjacent to the sports pitches.

Development principles relating to green infrastructure within this character area are provided in section 6.5.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 17: Green Infrastructure

Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment

Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)

Policy PR7a – Land South East of Kidlington

Policy PR2 – Housing mix, tenure and size

Policy PR5 – Green Infrastructure

Cherwell Residential Design Guide SPD (adopted 16 July 2018)

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 6: Building and Plot Arrangements

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability

6.4 Movement and Access

6.4.1 General Principles

The layout of the site is to directly connect with the existing street network and create excellent pedestrian, cycle and wheelchair links within the site, to Kidlington and its local services and facilities, to public transport routes and to Oxford Parkway Station and Park & Ride, to allocated site PR7b, sports facilities at Stratfield Brake and to Oxford. In doing so, the layout will encourage movement by walking, cycling and public transport whilst limiting unnecessary car trips.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide and the Manual for Streets, in a manner which is appropriate to the character and quality of place which is to be created as described below.

A standardised highways-led layout is not acceptable: carriageway space and turning radii are to be limited (in line with adopted guidance).

6.4.2 Vehicle Access

Policy PR7a (9c) requires site vehicular access and egress to be provided from existing highways. Through the development brief process, it has been agreed with OCC that the development will be served from two new junctions onto Bicester Road. The preferred locations for access are described below. These locations are to be refined and tested through detailed design and transport modelling.

Development principles:

- The vehicular access point in the northern part of the site will be provided from Bicester Road by creating a new T-junction in the section between Kidlington Cemetery and the existing housing on Beagles Close.
- The second vehicular access point will be provided in the centre of the site, to the south of Kidlington Cemetery. The new junction will need to be located a minimum of 80m to the north of the existing signalised pedestrian crossing on Bicester Road.
- The southern access will lead to a secondary street providing access to the southern-most part of the development site including the sports facility **and proposed allotments**. OCC has confirmed that a separate additional emergency vehicle access associated with the southern-most part of the site is not required.
- Indicative, general locations for new vehicular access points are shown on Fig. 17. Refined locations for the new northern and southern junctions are to be agreed with Oxfordshire County Council highways.
- A direct, connecting primary route will be created between the north and south access points. The primary street will provide access to the secondary streets network serving all parts of the site and the new sports facilities.

6.4.3 Pedestrian and Cycle Access

To maximise site accessibility for pedestrians, cyclists and wheelchair users access points into the site will be provided on all boundaries (subject to land ownership constraints). North-south and east-west green routes across the site will tie in with the surrounding area and existing walking and cycling routes (see Fig. 17 for indicative general locations).

Development principles:

- At least three access points west onto Bicester Road, connecting with existing and proposed crossing points, bus stops and Kidlington.
- Access onto Oxford Road providing access to cycling infrastructure including any necessary crossings of Bicester Road and Oxford Road towards PR7b and a direct link to Oxford Parkway station and Park & Ride.
- Access points to the east, joining with Water Eaton Lane, the existing public rights of way network and the surrounding countryside.
- An access to the north onto Beagles Close (subject to land ownership).
- **An access into the proposed cemetery expansion on its eastern boundary from the proposed cycleway.**
- Pedestrian and cycle crossing provision and design will be in line with guidance in the Government's Cycle Infrastructure Design LTN 1/20.

6.4.4 Street Hierarchy and Typologies

The street hierarchy for the site is identified on Fig. 17. It follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

- Primary – general residential street typology
- Secondary – minor residential street or lane typology

All streets across the site should have a maximum design speed of 20mph, with traffic calming measures integrated into the detailed design of streets in line with section 5.7 of the Cherwell Residential Design Guide.

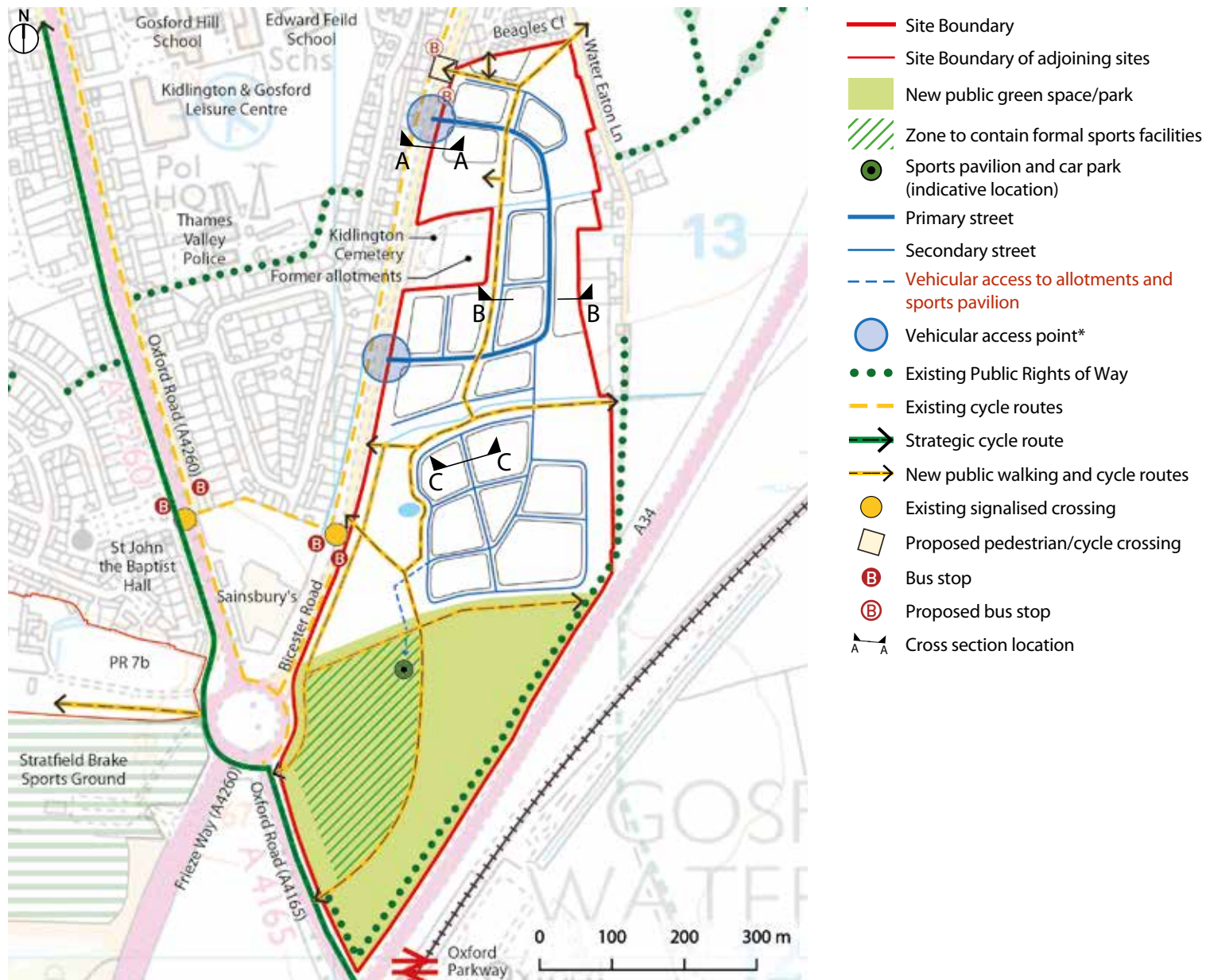


Fig. 17: Movement and access

* subject to highway testing

Primary Street

The primary street is to be a through route and provide a north-south connection between two access junctions and allow access to a connected network of secondary streets.

Development principles:

- The primary street is to follow the design guidance for general residential streets set out in chapter 5.0 of the Cherwell Residential Design Guide.
- It is to have a formal character with a near-continuous building frontage and small front gardens.
- Parking is to be provided on street and on plot in line with the guidance set out in section 5.8 of the Cherwell Residential Design Guide.
- The street should have a carriageway of between 5.0 – 5.5m varying to accommodate street trees, opportunities for on-street parking and pinch points for traffic calming (which should also be reflected in the building line).
- The street design and internal junctions are not required to accommodate public bus movements however where necessary they should accommodate occasional use by mini-bus/coach relating to the sports facility and should be designed accordingly.
- The route alignment of the primary street will be subject to pre-application and detailed discussions with OCC which is the local highway authority.



Primary street with a near-continuous building frontage, on street parking and street trees



Fig. 18: B-B – indicative, typical central main street cross section (refer to Fig. 17 for section location)

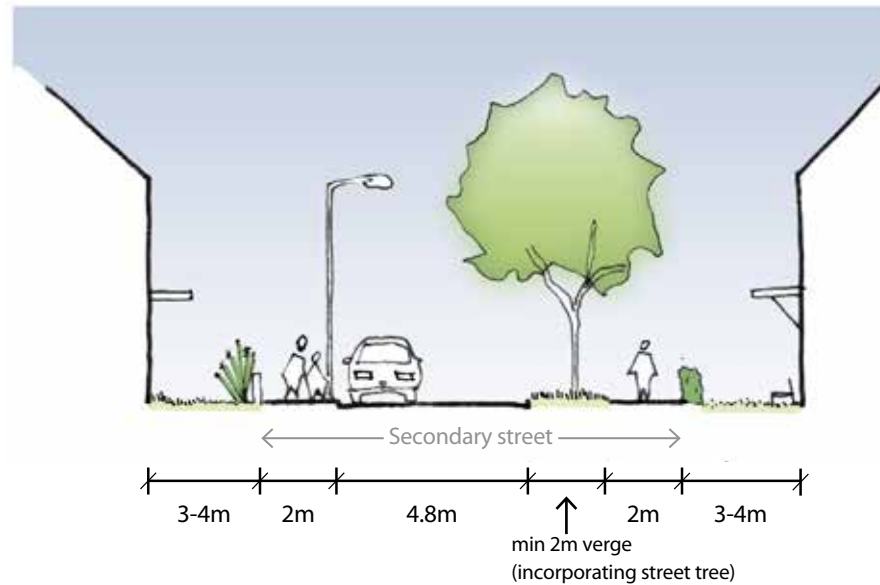


Fig. 19: C-C – indicative, typical secondary street cross section (refer to Fig. 17 for section location)

Secondary Street

Secondary streets run off the primary street and will be provided throughout the development site serving residential blocks and the sports facilities.

Development principles:

- The secondary streets are to follow the design guidance for minor residential streets or lanes set out in chapter 5.0 of the Cherwell Residential Design Guide.
- Streets should generally accommodate a 4.8m carriageway plus footways, noting that this may need to be increased to 5.5m where access for sports team vehicles is to be provided.
- On no through routes, or where streets abut green spaces, the streets may take the form of shared lane of minimum width 6m to allow for a protected pedestrian corridor adjacent to an effective 4.8m road width. On any side where there is no footway, a 800mm maintenance margin is required in addition to this. Unadopted, private routes serving multiple properties should be limited, except where specifically agreed with the Council, in line with section 5.2 of the Residential Design Guide SPD.



Secondary street with verge and street trees

6.4.5 Walking and Cycling Network

The walking and cycling network will consist of the new connected street network, retained public rights of way and new pedestrian and cycle routes integrated into the greenway corridors running north-south and east-west through the site.

- A new walking and cycling route with a generous landscaped corridor will run north-south through the development taking the form of a greenway. It will create a new dedicated, continuous route linking Bicester Road and Water Eaton Lane in the north to the sports pitches and Oxford Road /Oxford Parkway in the south, thereby providing an attractive alternative to Bicester Road for commuting cyclists. It is to be an appropriately lit, off-street route containing a footway and a cycleway, made of high-quality surface material appropriate to the surrounding context. The route width is to be agreed with OCC.
 - East-west routes across the site will connect Bicester Road, residential properties on Water Eaton Lane and the public right of way along the eastern boundary.
 - The design of pedestrian and cycle routes is to provide a safe and attractive environment for all users. Routes within the developable area should be overlooked by buildings and promote natural surveillance.
 - A new formal pedestrian and cycle crossing is to be provided on Bicester Road in order to provide safe crossing and to allow direct access to the bus stops.
 - The existing public rights of way along the eastern boundary to be retained and upgraded within the site to accommodate pedestrians and cyclists. Ideally, the connecting section of PRoW to Water Eaton Lane should also be upgraded to accommodate cyclists, but this falls outside the development brief boundary.
- Lighting is to be provided to greenways and PRoW, however this is to be balanced with the impact on wildlife and agreed through the planning application. Refer to MHCLG guidance on light pollution on <https://www.gov.uk/guidance/light-pollution>.
 - All new pedestrian and cycling routes are to be designed in accordance with Local Transport Note 1/20: Cycle Infrastructure Design published by the Department for Transport. Detailed designs are to be agreed through the pre-application process with OCC and CDC's Development Management Teams.



Lit off-street route containing footway and cycleway

6.4.6 Parking

Car parking provision and design will be in line with adopted OCC parking standards and the Cherwell Residential Design Guide SPD section 5.8 as well as the good practice recommendations in Manual for Streets.

Cycle parking provision is to be in line with OCC's adopted cycle parking standards.

Development principles:

- A range of parking solutions should be used, appropriate to the street and plot typology.
- Car parking arrangements are to be considered at the outset and in the site masterplan.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This should be integrated into the street design and clearly defined.
- On plot parking solutions should be in line with section 5.8 of the Cherwell Residential Design Guide.
- Rear parking is generally the least preferred solution, but may be necessary to maintain a continuous street frontage. Where rear parking is necessary it should be clearly related to individual properties, ideally located within rear gardens of properties rather than in a communal parking court and accessed from a secure rear lane.
- Electric charging points should be provided in line with national and local standards either on plot or serving on street parking bays. If on street, the design should consider innovative solutions to limit visual impact e.g. pop-up charging points.
- Public cycle parking is to be provided adjacent to children's play spaces, cemetery expansion, sports pitches and allotments, close to bus stops and at the sports ground.



Public cycle parking

6.4.7 Emergency Access and Refuse Collection

Streets within the development will be designed to allow appropriate access for emergency and refuse vehicles.

Refer to Cherwell Residential Design Guide for the requirements for service access and refuse bin storage design.

6.4.8 Public Transport

There is no requirement for a bus route to run through the site. Instead, as noted above, the layout of the site must provide direct walking routes to the pedestrian crossing points on Bicester Road, to existing and proposed bus stops, Oxford Parkway station and Park & Ride.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 17: Green infrastructure

Cherwell Local Plan 2011-2031- Partial Review (adopted 7 September 2020)

Policy PR4a: Sustainable Transport

Policy PR7a – Land South East of Kidlington

Policy PR5 – Green Infrastructure

Cherwell Residential Design Guide SPD (adopted 16 July 2018)

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

6.5 Green Infrastructure

In line with Policy PR7a the site will retain and enhance a significant area of green infrastructure in the southern part of the site **which is retained as Green Belt. All the Green Belt land within the allocation will be used for Green Belt purposes including sports pitches.**

In addition, the development will provide a green infrastructure network with connected wildlife corridors within the developable area. Together these and other features will form a multi-functional green and blue infrastructure network across the whole development site and will provide a range of ecosystem services. Key features include:

- 11 hectares of community green infrastructure within the Green Belt including
 - 4 hectares of formal sports facilities
 - An enhanced area of woodland along the south eastern boundary of the site and new woodland planting
 - Informal public parkland
- Maintenance and enhancement of existing trees and hedgerows
- 0.7 hectares for an extension to Kidlington Cemetery
- Children's play space and pocket parks within the developable area
- 0.4 hectares of community allotments (in line with adopted standards contained in Local Plan Policy BSC11)
- Retention of existing drainage features and new sustainable drainage features
- Private gardens

Policy PR7a requires a Biodiversity Impact Assessment (BIA) be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan (BIMP) to inform detailed measures for securing biodiversity gains. The Government's forthcoming Environment Bill is likely to introduce a mandatory approach to require 10% biodiversity net gain. In recognition of that, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. PR7a Policy delivery requirements 10, 11, 12, and 24 indicate measures to be incorporated into the development scheme. These and other outline proposals for biodiversity gains established through the development brief process to date are reflected below.

Development principles:

Sports and Parkland character area

- 11 hectares of land to the south of the residential area within the Sports and Parkland character area is to become a multi-functional, publicly accessible open space comprising informal parkland, woodland and habitat areas, formal sports provision and footpaths and cycleways, which together will retain the sense of openness between Kidlington and Oxford.
- Woodland habitat planting is to be undertaken along the southern and eastern boundaries of the Sports and Parkland character, including planting of any noise attenuation features, to create a habitat corridor towards Stratfield Brake.
- 4 hectares of sports pitches are to be located in the south-western corner of the site, in close proximity to the existing Stratfield Brake Sports Ground. Section 6.3 contains further details of the requirements.
- The remaining green space is to be designed as publicly accessible, informal parkland crossed by footpaths and cycleways. The parkland will include new woodland planting and provide space for informal recreation, kick-about areas, relaxation and natural play.

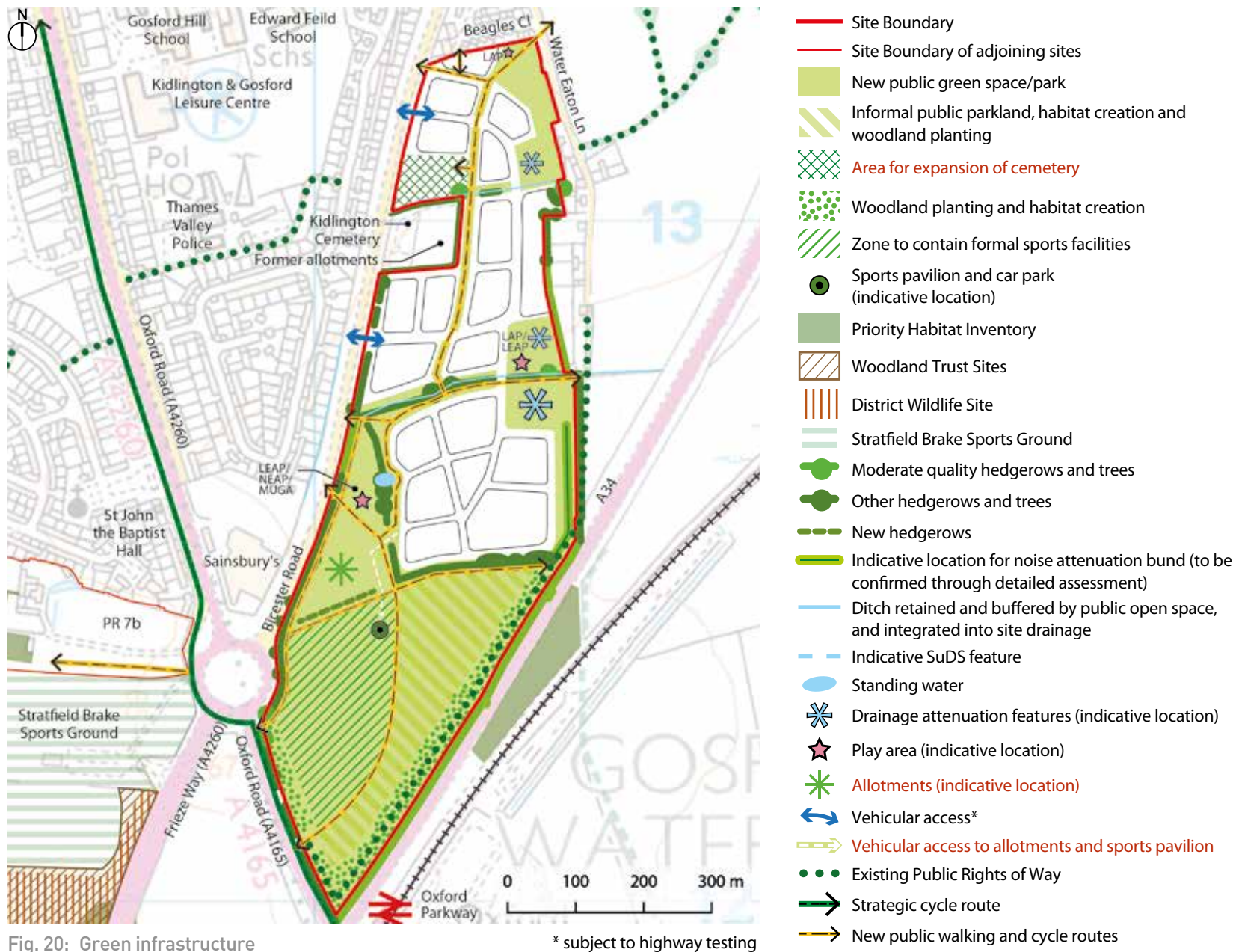


Fig. 20: Green infrastructure

6.0 Development Principles



Location plan



Green infrastructure precedents



Green infrastructure within the developable area

- Green infrastructure within the site is to be designed to create connected corridors 'greenways' for wildlife and walking and cycling, which retain existing linear features including hedgerows and drains and incorporate appropriate buffers within public open space.
- Existing intact species rich and other hedgerows within the site will be retained as far as possible. When the need to cross them occurs, existing gaps will be used wherever possible. A grassland habitat buffer is to be introduced on either side of the hedgerows and is to be public open space with an access route to enable access for maintenance and to clarify the public/private boundary. The width of required green buffer to hedgerows will vary in accordance with design constraints in respect of BS5837 survey and root protection areas, ecological surveys (Phase 1 and subsequent surveys), urban light distribution, and shadow / shade analysis impact on dwelling and gardens and will be determined at Reserved Matters stage, where the aforementioned survey information should be considered.
- Any proposed thinning to hedgerows should be implemented through sound arboricultural and ecological advice.
- Existing watercourses running east-west, other ditches and ponds are to be retained wherever possible and incorporated into the site wide SuDS strategy. A minimum 3m buffer within public open space is required on either side of existing drainage ditches and watercourses for maintenance access and will be subject to detailed design at Outline Planning Stage. Existing individual and groups of moderate quality trees (subject to survey) are to be retained. Appropriate buffer zones are to be provided to avoid root damage in respect of BS5837 survey and root protection areas and should be considered when planning sustainable drainage infrastructure.
- Individual native trees will be planted within habitat buffers, public open spaces, as street trees on all streets and within private gardens. The overshadowing effect on gardens and windows from proposed trees should be minimised by planting small/medium native trees (i.e. Field Maple). **Larger trees should be planted where overshadowing will not affect properties.** Reference should be made to The Trees and Action Design Group's guidance 'Trees in the Townscape: A Guide for Decision Makers', November 2012. Design of street trees requires collaboration of engineers, arboriculturalists and landscape architects in the earliest stages of the design process to achieve the desired effect.
- Street tree species and details of root protection and canopies in relation to adopted carriageways **to be agreed by Cherwell District Council in consultation with OCC.**
- Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play area and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
- Measures are required to minimise light spillage and noise levels on habitats and wildlife corridors.
- **The scheme is to provide exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings.** Refer to the UK Green Building Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.

Cemetery and allotment provision

- An indicative 0.7 ha area for the expansion of Kidlington Cemetery is shown on Fig. 20 to the north of the existing cemetery.
- An indicative location for the provision of 0.4 ha of community allotments is shown on Fig. 20 to the north of the proposed sports pitches, to the east of Bicester Road. This creates a continuous green corridor between the main area of green infrastructure to the south and the park to the north of the allotments. Vehicle access will be from an access road serving both the allotments and the sports facilities to the south. Consideration should be given to the opportunity for shared facilities including car parking for the allotments and the sports pitches. Alternative locations for the allotments within the developable area of the site may be considered subject to justification.
- The arrangement and design of the allotments and of the cemetery extension within the identified areas are to be agreed with CDC, Kidlington Parish Council and Gosford and Water Eaton Parish Council.
- Details of the cemetery drainage strategy are to be provided as part of the planning application. The expansion of the cemetery northwards enables drainage into the recently improved drain on the northern boundary of the existing cemetery.
- The cemetery and proposed allotments are to be located close to the north-south greenway to enable walking and cycling access to these uses.



Community allotments

6.5.1 Play Spaces

Three different types of equipped play areas are to be provided within the site in safe, accessible locations. Potential locations of public play spaces are shown on Fig. 20, but alternative locations would be considered. Proposals for play space outside the residential developable area would be subject to agreement with CDC Policy Team.

The following play spaces are to be provided within the PR7a site and are subject to the following principles.

Development principles:

- **One Local Area for Play (LAP)** for 2 to 6-year old children, which could potentially be located in the north eastern corner of the developable area, subject to flood risk:
 - Minimum 100 sq. m (10m x 10m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 6.
 - The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
 - A minimum of 3 individual items of play equipment of an urban (steel frame) character suitable for a range of play experiences and/or single multi-functional play units.
 - The equipped activity zone should be located a minimum of 5m from the nearest dwelling boundary. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- **One combined LAP and Local Equipped Area for Play (LEAP)** to be provided for 2 to 8-year old children, situated towards the centre of the site:
 - Minimum 500 sq. m for a combined LAP/LEAP equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 8. The size of the equipped activity zone should be a minimum of 10m x 10m in respect of the LAP element and 20m x 20m in respect of the LEAP element.
 - The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
 - A minimum of 8 individual items of play equipment for a range of different play experiences and/or a number of multi-functional play units, depending on the design layout of the play space.
 - The equipped activity zone within the landscaped area should be located a minimum of 10 m from the nearest dwelling boundary and 20m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- **Combined LEAP, Neighbourhood Equipped Area for Play (NEAP) and Multi-use Games Area (MUGA)** for 4 to 16-year-old children indicated in the new park fronting Bicester Road, subject to noise and air pollution survey and avoiding protected hedgerows and ponds:
 - Minimum 2400 sq. m combined LEAP/NEAP + MUGA/teenage facilities equipped activity zone comprising an area of play equipment and structures, and a hard-surfaced area of at least 465 sq. m, set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 16. The size of the equipped activity zone should be a minimum of 20m x 20m in respect of the LEAP element, 31.6m x 31.6m in respect of the NEAP element and 40m x 25m in respect of the MUGA element.
 - The size of the landscaped area (incorporating the equipped activity

6.0 Development Principles

zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.

- A minimum of 13 individual items of play equipment for a range of different play experiences and/or single multi-functional play units. The design should incorporate both urban (steel) and natural (timber) elements.
- The equipped activity zone within the landscaped area should be located a minimum of 10 m from the nearest dwelling boundary and 20m from the nearest habitable room façade in respect of the LEAP element and a minimum of 30m from the nearest dwelling boundary in respect of the NEAP and MUGA elements. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- Play areas are to be well overlooked and located close to pedestrian and cycling routes so that all new homes are within a 400m walking distance of a play area.
- In respect of Health and Safety public play space and play equipment are to be designed to the most current safest standards possible, to minimise the risks for children. Refer to Play Safety Forum: Managing Risk in Play and RoSPA.
- The location and design of play areas is to consider the risks to children's safety in relation to any areas of water including features forming part of the SuDS system and the existing pond (see 6.5.3).
- All play surfaces and gate openings are to be accessible for disabled children, parents and carers with limited mobility. Each public play space should accommodate play equipment specifically designed for disabled children.
- Play areas are to be constructed from robust and durable materials to last into the future. Full construction details are required for planning approval

under reserved matters. Valid suppliers' guarantees for play equipment, furniture and safer surfaces should be provided.

- There is to be no underground or above ground utilities for play areas given the potential disruption to children's physical and social development when a play area has to be closed for essential maintenance and refurbishment of such utilities.
- The public play space locations are not to be used for constructor's compounds, contractor parking, or storage of building materials. This is to prevent the contamination and compaction of topsoil and subsoil, resulting in a health risk for children.



6.5.2 Sports

In line with Policy PR7a and local needs assessment, 4 hectares of sports pitches are to be provided in the south-western corner of the site within the Green Belt. In addition to this area, sufficient land for a clubhouse pavilion and car park is to be provided.

Development principles

- Outdoor sports facilities are to be located within the broad area indicated on Fig. 20. The area shown is bigger than 4.0 hectares and is to accommodate sports pitches, car park and clubhouse pavilion, and allows flexibility in the detailed design for the most effective layout. Remaining land not required for sports pitches and associated facilities should be incorporated into the wider parkland.
- The pitches will be designed as a football facility with a variety of sized pitches within the 4 hectares, including at least one artificial pitch with floodlights (subject to impact assessment). Football pitches should be generally north-south aligned, in line with Football Association guidance.
- The clubhouse gross internal floor area (GIFA) is expected to be approximately 250 sqm to accommodate 4 team changing rooms with a separate officials' changing, kitchen and club room. **The clubhouse may also be put to community use and include a joint community meeting room subject to the sports provision need being met.**
- The clubhouse is to be located perpendicular to the direction of play on long side of the main pitch. The optimum location is to the North West of the pitch looking South East to make best use of daylight afternoon sunshine and views of the game. The clubhouse could be raised above field of play to improve views of the match.
- Car parking to be located close to the clubhouse, away from the pitch to avoid ball strike damage to vehicles. **The potential for car parking to serve both the sports facilities and the allotments should be considered.**



6.5.3 Blue Infrastructure

Sustainable Drainage Systems (SuDS) within the development site is to be designed in line with the principles provided in CIRIA SuDS Manual (C753), the Cherwell Residential Design Guide section 4.7 and the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (2018).

Development principles:

- It is expected that the site will drain towards the east side of the site, reflecting the topography of the site, with drainage attenuation features broadly in the locations indicated on Fig. 20 and to be agreed in detail with Oxfordshire County Council as Lead Local Flood Authority and with Cherwell District Council's Drainage Team.
- Existing watercourses and ditches are to be retained and incorporated into overall drainage strategy. A minimum of 3m landscape buffer is to be provided on either side of the existing watercourses and ditches. The buffer should be publicly accessible open space to ensure continued maintenance and access.
- An appropriate green infrastructure buffer zone is to be provided around the existing pond to protect its habitats. This should be designed to provide protection to limit opportunities for anti-social behaviour, for example through fencing combined with bramble or thicket planting.
- Existing and retained drainage features are to be designed as an integral element of public open spaces and streets, creating environments for informal recreation and habitat creation.
- Open drainage systems including ponds and swales should be used wherever possible, rather than crates.
- Groundworks associated with drainage must avoid damage to existing trees and hedgerows and their root protection zones.



Landscaped attenuation basin

6.5.4 Definition and Treatment of Green Belt Boundary

The site will be developed in a way that respects its edge of Green Belt location and does not harm the Green Belt's visual amenities.

The new Green Belt boundary will be clearly defined within the site by protection of the existing hedgerow and the replanting of a historic hedge line in the western part of the site along the northern edge of the sports and parkland character area.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD 3: Sustainable Construction

Policy ESD 5: Renewable Energy

Policy ESD 6: Sustainable Flood Risk Management

Policy ESD 7: Sustainable Drainage Systems (SuDS)

Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment

Environment

Policy ESD 11: Conservation Target Areas

Policy ESD 13: Local Landscape Protection and Enhancement

Policy ESD 14: Oxford Green Belt

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 17: Green Infrastructure

Cherwell Local Plan 2011-2031 – Partial Review (adopted 7 September 2020)

Policy PR3: The Oxford Green Belt

Policy PR5: Green Infrastructure

Policy PR7a: Land South East of Kidlington

Cherwell Residential Design Guide SPD (adopted 16 July 2018)

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

Reference should also be made to:

Biodiversity and the built environment, UK Green Building Council, 2009

6.6 Community infrastructure

In line with Policy PR7a the development site is to provide a cemetery extension on 0.7 hectares of land and community facilities for sports pitches.

A sports clubhouse is to be provided serving the sports pitches and is to include a joint community meeting room subject to the sports provision need being met.

Refer to section 6.3 regarding the cemetery extension and section 6.5.2 regarding sports facilities.

6.7 Heritage and Archaeology

As noted in section 4.1 the site sits within an area of known archaeological potential and Roman finds have been recorded on site. There is moderate potential for agricultural archaeology.

Planning applications for development on the site will need to include an archaeological desk-based assessment and appropriate mitigation strategy.

A programme of archaeological evaluation ahead of the determination of a planning application will be required.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 17: Green Infrastructure

Cherwell Local Plan 2011-2031 – Partial Review (adopted 7 September 2020)

Policy PR7a: Land South East of Kidlington

Policy PR5: Green Infrastructure

Reference should also be made to:

The Setting of Heritage Assets Historic Environment Good Practice

Advice in Planning Note 3 (Second Edition), Historic England 2017

6.8 Utilities and Infrastructure

In addition to the movement and blue/green infrastructure requirements set out in earlier sections, design principles for utilities and infrastructure are as follows:

Development principles:

- A coordinated approach to utilities planning should ensure that utilities are provided from the outset and integrated into utilities corridors. The street layout is to be organised to minimise utilities diversions wherever possible.
- The existing power lines are to be appropriately reflected in the site layout or rerouted/undergrounded in agreement with utilities providers.
- Noise pollution arising from the Bicester Road should be mitigated by following the principles of good acoustic design. For example, it is assumed that houses at the western boundary of the site should face onto the source of the noise to shield gardens and provide mitigation to rest of the development site (see Fig. 15).
- Necessary acoustic mitigation measures, potentially including an acoustic bund along the eastern boundary are to be provided (subject to assessment and survey) to provide mitigation from noise pollution arising from the A34 for properties and public amenity spaces.
- General requirements for infrastructure provision are set out in the LPPR Infrastructure Schedule (Appendix 4).

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy BSC 9: Public Services and Utilities
Policy INF 1: Infrastructure

Cherwell Local Plan 2011-2031 – Partial Review (adopted 7 September 2020)

Policy PR7a: Land South East of Kidlington
Policy PR11: Infrastructure Delivery
Policy PR5: Green Infrastructure

Cherwell Residential Design Guide SPD (adopted 16 July 2018)

Chapter 5: Streets and Spaces

7.0 Delivery and Monitoring

7.1 Information to Accompany Planning Applications

In accordance with Policy PR7a a single comprehensive, outline scheme shall be submitted for the entire site.

The check list below provides an indication of documents required at application stage. It is recommended that pre-application discussions are undertaken with Cherwell District Council prior to the submission of planning applications to agree the scope of the documentation to be provided.

- Delivery and Phasing Plan
- Planning Statement
- Housing Mix and Affordable Housing Provision
- Design and Access Statement
- Topographical Surveys
- Masterplan and Parameter Plans
- Landscape Visual Impact Assessment
- Arboricultural Impact Assessment
- Transport Assessment and Framework Travel Plan
- Parking Principles (where not covered in the Brief)
- Public right of way statement
- Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity
- Air Quality Assessment
- Contamination Assessment
- Noise and Vibration Assessment
- Archaeological Surveys
- Ecological surveys including a Habitat Suitability Index survey for great crested newts
- Biodiversity Impact Assessment

- Biodiversity Improvement and Management Plan
- Landscape and Ecological Management Plan
- Energy Strategy/ Sustainability Principles
- Employment, Skills and Training Plan
- Health Impact Assessment
- Community Involvement Statement
- Management Plan for the appropriate re-use and improvement of soils
- Services and Utilities
- Management and Maintenance Strategy for all Public Open Space
- S106 Draft Heads of Terms

In relation to Environmental Impact Assessment (EIA), the Secretary of State has issued a screening opinion in relation to this site (Ref: PCU/EIASCR/C3105/3282999) on the 11th October 2021 confirming that the proposal is not EIA development.

Any detailed planning applications or reserved matter applications should also include:

- Materials Schedule
- Boundary Treatment Plan
- Soft and Hard Landscape Plan
- Parking Plan
- Services and Utilities Plan
- Waste and Recycling Plan including bin storage and bin collection points

The use of conditions to secure this additional detail will not generally be supported by the local planning authority.

7.2 Securing comprehensive development

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR7a and support the wider aims of the LPPR spatial strategy.

Where land, services or infrastructure within the site is designed to serve wider Cherwell Local Plan Partial Review developments, planning applications will demonstrate how this can be co-ordinated and delivered effectively through site masterplanning and S106 agreements.

Any infrastructure links or open space networks that are common to more than one Cherwell Local Plan Partial Review development site will be either constructed to the site boundary or in such a way as to facilitate connection, where required, between development sites with access to residents/public provided so as to avoid a 'ransom' position being established which prejudices the effective delivery of this common infrastructure and/or its long-term community benefit.

The development brief's site-specific vision, development principles and 'parameter plans' have been prepared to ensure a comprehensive development in compliance with Plan policies.

The Delivery and Phasing Plan accompanying the planning application is expected to demonstrate how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered.

Obligations are to be secured via a planning agreement, entered into under section 106 of the Town and Country Planning Act 1990. Consistent with national planning policy and practice guidance and the Cherwell Developer Contributions SPD (February 2018), the allocation of S106 costs required to serve the development is to be agreed with the applicant to secure appropriate financial contributions and/or in-kind works under a direct delivery obligation. Subject to statutory tests, these shall provide for "on site" and/or "offsite" facilities and infrastructure as required.

In preparing a draft Head of Terms, it is recommended that proposals applicants should have regard to matters including the LPPR Infrastructure schedule. Where facilities and infrastructure are required to be provided on land outside the site, these are to be secured by way of proportionate planning obligations and/or through the pooling of contributions as appropriate, in accordance with the Community Infrastructure Levy Regulations 2010, as amended.

It is recommended that pre-application discussions are undertaken with Cherwell District Council ahead of submitting the draft Head of Terms for developer contributions. In preparing a draft Head of Terms, it is recommended that proposals have regard to matters including the LPPR Infrastructure schedule and should consider in discussions with infrastructure providers whether infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance if needed.

Further guidance is contained in the Cherwell Developer Contributions SPD (February 2018).

7.3 Monitoring

Monitoring will be undertaken in accordance with Policy PR13 -Monitoring and Securing Delivery. The delivery of LPPR proposals will be monitored through the Council's Annual Monitoring Report process.

Cherwell Local Plan 2011-2031 (adopted 20 July 2015)

Policy INF 1: Infrastructure

Cherwell Local Plan 2011-2031 – Partial Review (adopted 7 September 2020)

Policy PR7a – Land South East of Kidlington

Policy PR11 – Infrastructure Delivery

PR12a - Delivering Sites and Maintaining Housing Supply

Policy PR13 – Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

Appendix 4 – Infrastructure Schedule

Cherwell Developer Contributions SPD (adopted February 2018)

Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents

Cherwell Local Plan 2011-2031 (Part 1) Partial Review, the “LPPR”:

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR7a – Land South East of Kidlington
- PR11 – Infrastructure Delivery
- PR12a – Delivering Sites and Maintaining Housing Supply
- PR12b – Sites Not Allocated in the Partial Review
- PR13 – Monitoring and Securing Delivery

Cherwell Local Plan 2011-2031 “The 2015 Plan”:

- PSD1 – Presumption in Favour of Sustainable Development
- SLE4 - Improved Transport and Connections
- BSC2 – The Effective and Efficient Use of Land, Brownfield Land and Housing Density
- BSC 3 – Affordable Housing
- BSC4 – Housing Mix Policy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- INF1 – Infrastructure

Adopted Cherwell Local Plan 1996

- GB2 - Change of use of land within the Green Belt
- TR1 - Transportation Funding
- TR11 – Oxford Canal
- TR22 - Roads
- C5 – Ecological Value of Features
- C14 – Trees and Landscaping
- C18 – Development proposals affecting a listed building
- C21 – Re-Use of Listed Buildings
- C23 – Conservation Areas
- C25 – Scheduled Ancient Monument
- C28 – Design Quality
- C29 – Design and The Oxford Canal
- C30 – Design Control
- C31 - Amenity
- C32 – Disabled Access
- ENV1 – Environmental Pollution
- ENV10 – Hazardous Installations
- ENV12 – Contaminated Land

Adopted SPD

- Cherwell Residential Design Guide (July 2018)
- Developer Contributions (February 2018)
- Kidlington Masterplan (December 2016)

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