

**CHERWELL LOCAL PLAN 2011-2031 PARTIAL REVIEW
OXFORD'S UNMET HOUSING NEED**

**SUBMISSION PLAN
STATEMENT OF CONSULTATION
FEBRUARY 2018**

**PART 2
CONSULTATION ON THE OPTIONS PAPER
JUNE 2017**



Statement of Consultation

Part 2 - Options

June 2017

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1. Introduction

This Statement of Consultation describes the consultation undertaken in progressing with the Partial Review of the adopted Cherwell Local Plan 2011-2031 (Part 1). It will be updated as the Council proceeds through the statutory stages of plan-making.

This statement has been prepared to support a formal proposed submission plan under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It reports on public consultation, engagement and co-operation undertaken in reaching this stage.

The Council has a statutory duty to consult and seek representations in preparing a Local Plan. It must also ensure that there is on-going co-operation with prescribed bodies under a 'Duty to Co-operate'.

The Council's policy on how it engages in plan-making is described in its Statement of Community Involvement 2016. The SCI is available on-line at www.cherwell.gov.uk/planningpolicy

2. The 'Duty to Cooperate'

Section 33A (1) and (3) of the Planning and Compulsory Purchase Act 2004 (as amended) places a duty on a local planning authority to co-operate with other local planning authorities and other prescribed bodies when it undertakes certain activities, including the preparation of development plan documents, activities that can reasonably be considered to prepare the way for such preparation and activities that support such preparation so far as they relate to a strategic matter. This is to maximise the effectiveness with which those activities are undertaken.

Section 33A (4) states that a strategic matter is: *'sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for, or in connection with, infrastructure that is strategic and has or would have a significant impact on at least two planning areas.'*

Section 33A (2) requires a local planning authority *'to engage constructively, actively and on an on-going basis'* in respect of the activities that are subject to the duty.

The local planning authorities that border Cherwell District are:

- Aylesbury Vale District Council
- Buckinghamshire County Council
- Northamptonshire County Council
- Oxford City Council
- Oxfordshire County Council
- South Northamptonshire Council
- South Oxfordshire District Council
- Stratford-on-Avon District Council
- Vale of White Horse District Council
- Warwickshire County Council

- West Oxfordshire District Council

The Oxfordshire Councils are assisted in meeting the Duty to Co-operate by an 'Oxfordshire Growth Board' (a joint committee) which includes the local authorities within the Oxfordshire Local Enterprise Partnership (LEP) comprising; Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. It also includes co-opted non-voting named members from the following organisations:

- LEP: Chairman
- Oxford Universities
- Skills Board
- Harwell/Diamond Light Source
- LEP Business Representative
- LEP Oxford City Business Representative
- Homes and Communities Agency

In addition, when considering matter that sit under the remit of the Local Transport Board then Network Rail and the Highways England have the right to attend the Growth Board as non-voting investment partners.

The Growth Board is supported by officer and working groups as required.

Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the other prescribed bodies for the purposes of implementing Section 33A of the 2004 Act. Of those bodies listed in the Regulation it is considered that the following bodies are relevant to Cherwell District:

- The Environment Agency
- Historic Buildings and Monuments Commission for England (Historic England)
- Natural England
- The Civil Aviation Authority
- The Homes and Communities Agency
- The NHS Oxfordshire
- The Office of Rail Regulation
- The Highway Authority – Section 1 of the Highways Act 1980:
 - Oxfordshire County Council (Highways)
 - The Highways Agency (Highways England)
- Local Enterprise Partnerships:
 - The Oxfordshire Local Enterprise Partnership (OxLEP)
 - The South East Midlands Local Enterprise Partnership (SEMLEP)
- The Oxfordshire Local Nature Partnership

The application of the 'Duty to Co-operate' is also informed by the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

3. Previous consultation

In January 2016, the Council published a consultation paper which highlighted issues that needed to be considered in undertaking a Partial Review of the Local Plan. The Issues Paper invited comments and discussion of the issues was encouraged; a 'call for sites' was also made. A Statement of Consultation which summarised the issues raised during the consultation was published alongside the November 2016 Options Paper. These documents are available on-line at www.cherwell.gov.uk/planningpolicy

4. Consultation & Engagement

Consultation arrangements

On 14 November 2016 the Council published an Options Paper for consultation. The Paper was prepared to engage with local communities, partners and stakeholders in developing options on how to meet Oxford's housing needs when preparing a partial review of the adopted Cherwell Local Plan Part 1. A copy of the Public Notice is attached at Appendix 1.

How did we consult?

The formal consultation ran for eight weeks from 14 November 2016 – 9 January 2017.

Distribution

The consultees listed in the Statement of Community Involvement and anyone who had registered on the Council's database were notified by letter or email and were asked to comment on the Options Paper generally and answer specific questions (Appendix 2).

Hard copies were also placed at deposit locations across the district including libraries and Council offices. In addition hard copies were placed at some locations in Oxford (Oxford City Council offices, Old Marston Library and Summertown Library). A consultation summary leaflet and poster were also produced and were made available at these locations as well as on the Council's website Appendices 3 & 4).

The consultation arrangements were discussed in advance with officers from Oxford City Council and publicity material provided to the City Council to enable it to advertise the consultation as it preferred.

Press Coverage

The statutory public notice was placed in the following newspapers:

- Oxford Mail (10 November 2016)
- Bicester Advertiser (10 November 2016)
- Banbury Guardian (10 November 2016)

Social Media

Press releases regarding the consultation were published on the Council's Facebook and Twitter pages. The press releases explained the purpose of the consultation document and provided details

of the consultation including exhibition dates and locations where the documents were available to view.

Public Exhibitions

Staffed Public exhibitions were held during November and December 2016 at:

- **Castle Quay Shopping Centre**, Banbury OX16 5UN on Saturday 26th November 2016 from 10.00 am to 6.00pm.
- **Franklins House**, Wesley Lane, Bicester, OX26 6JU on Saturday 3rd December 2016 from 10.00 am to 6.00pm.
- **The Pavillion**, Cutteslowe Park, Oxford OX2 8ES on Saturday 10th December 2016 from 10.00 am to 6.00 pm
- **Exeter Hall**, Exeter Close, Kidlington OX5 1AB on Monday 19th December 2016 from 2.00 pm to 9.00 pm.

5. Consultation with Statutory and Non-Statutory Bodies

Oxfordshire Growth Board

In 2013, The Oxfordshire Local Planning Authorities (LPA) commissioned a new Strategic Housing Market Assessment (SHMA), supported by joint working on economic forecasting to establish the appropriate level of planned growth across the Oxfordshire Housing Market Area and the level of housing need arising in each District.

Officers from all Oxfordshire Authorities met on 17 May 2013 to discuss how the results of the SHMA should be considered, incorporated in to emerging plans where possible, and used as the basis for further joint working between the Councils. The purpose was to reach agreement and formalise joint working, provide a common basis on which to progress the SHMA and avoid unnecessary delay to Local Plan preparation.

In April 2014 the Oxfordshire Local Authorities, published the SHMA for Oxfordshire. The document suggested that the demographic trends and growth of the County economy and the level of affordable housing need required would necessitate 100,060 additional new homes in Oxfordshire between 2011 and 2031.

In November 2014, the Oxfordshire Growth Board, a Joint Committee which, on behalf of OxLEP is charged with the delivery of projects agreed in the 'Oxford and Oxfordshire City Deal' and 'Local Growth Deals' agreed a programmes of work for addressing the unmet need arising from the SHMA . This programme of work would help the Local Planning Authorities meet the Duty to Co-operate whilst protecting the 'sovereignty' of individual councils over their Local Plans.

A Project Team was established for progressing the work, co-ordinated by the Growth Board's Programme Manager and reporting to an Executive Officer Group which in turn reports to the Growth Board. This Project Team met regularly to consider the implications of the SHMA and how best to meet the identified unmet housing need of Oxford. This is in the context of recognising that the administrative boundaries of the City of Oxford are constrained and consequently it is seeking effective ways to address this issue in line with the Duty to Cooperate. The members of the formal

Growth Board comprise the leaders of each council who were presented with periodic updates and took key decisions at scheduled public meetings.

From January 2015 to September 2016, the Project Team generally met on a fortnightly basis to progress, on a co-operative basis, the following projects:

- An understanding of the urban capacity of Oxford and the level of unmet housing need
- Oxford Green Belt Study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts
- Oxford Spatial Options Assessment to help inform the apportionment or distribution of unmet housing need to the district and city councils.
- High Level Transport Assessment of Spatial Options
- Education Assessment of Spatial Options.

This programme of work culminated in a decision of the Growth Board on 26 September 2016 on the apportionment of Oxford's unmet housing need to the individual district and city councils. A copy of the Oxfordshire Growth Board's Signed Memorandum of Cooperation (South Oxfordshire DC did not sign the Memorandum) is reproduced at Appendix 6. This programme of work and the Growth Board's decision has informed the preparation of the Partial Review of the Cherwell Local Plan.

All six Councils have continued to meet on matters associated with the Partial Review including a Countywide Infrastructure Assessment (OXIS) and preparations for a statutory Joint Spatial Plan for Oxfordshire.

Other Meetings/Discussions with Statutory and Non-statutory Bodies

In addition to meeting with bodies through the Oxfordshire Growth Board, Council officers have separately engaged with statutory and non-statutory bodies as follows:

- Regular monthly liaison meetings with officers at Oxfordshire County Council since early 2014.
- Meetings and other liaison with Oxford City Council and West Oxfordshire District Council. This has included discussion on the progress of each other's plans and emerging proposals for the Partial Review. Collaboration is also taking place with Oxford City on the development of the 'First and Last Mile' package of transport requirements required as the Cambridge to Oxford Corridor is developed by the National Infrastructure Commission (NIC)
- On-going joint management arrangements with South Northamptonshire Council
- Duty to Cooperate meeting with Aylesbury Vale DC
- Meetings with Highways Authority to discuss infrastructure requirements in association with proposed allocations.
- Engagement with bodies on evidence and issues including Highways England, Environment Agency, Natural England and Historic England
- Formal consultation as part of the statutory Sustainability Appraisal process with Natural England, the Environment Agency and Historic England.
- Parish & Town Council & stakeholder workshops (described later in this statement)
- Parish Liaison meetings

- In addition to the parish workshops the Head of Strategic Planning and the Economy addressed a Kidlington Parish Council meeting on 4 January 2017 on the subject of the Options Consultation. The meeting was attended by circa 400 members of the public.
- The Deputy Manager - Planning Policy and Growth Strategy gave a presentation and update on the Partial Review to the Cherwell Local Strategic Partnership on 27 April 2017 (Appendix 9)

Town & Parish Council/ Meeting Workshops

Two Town and Parish Workshops took place for parishes in the south and north of the district on 7 and 12 December 2016 respectively. The workshops took the form of group discussions on the following agenda items.

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

On arrival, parishes were split into groups and each group discussed each agenda item. The group discussions were facilitated by a member of the Planning Policy Team with support from other officers.

The issues arising from the workshops in so far as they relate to the partial Review of the Local Plan are summarised below. A more detailed note can be found at Appendix 7.

Parish Workshop (Bicester) Wednesday 7 December 2016 - 6pm – 8pm

Summary of Key Issues

Table 1

- Can we seek contributions from the City for infrastructure in Cherwell?
- 4,400 house seems high
- Need infrastructure before houses
- Traffic congestion and transport are key concerns
- If it is Oxford's need why does Cherwell need to fund it?
- Lack of progress on Oxford's housing sites delivery

Table 2

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

- Support for CIL and Developer Contributions

Table 3

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

Table 4

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

Parish Workshop (Banbury) Monday 12 December 2016 - 6pm – 8pm

Summary of Key Issues

Table 1

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

Table 2

- Housing type – affordable, density and scale
- Need new roads, bus services, cycling. Long term investment
- Continue with Areas A and B (but high land values)

- No development in villages
- Some opportunities in low value green belt (evidence needed)
- Use PDL but expensive to deliver
- Should have lower CIL on PDL to free up MOD land

Table 3

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

Table 4

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

Officer Response

The issues raised have been considered in preparing the vision, objectives, and policies in the Partial Review, and in identifying the strategic development sites

Stakeholder Workshop

A focussed stakeholder workshop was held at Bodicote House on Tuesday 13 December 2016.

A summary of the issues raised can be found in Appendix 8.

Main comments on the Partial Review context and approach included:

- **Approach to growth:** support for county towns approach and Sustainable Urban Extensions, concerns with urban extensions to Oxford due to environmental, Green Belt and Infrastructure constraints, support for an approach based on Oxford's needs with development located near Oxford, support for an approach which leans on public transport and transport hubs.
- **SHMA , housing need and apportionment:** concerns with the adequacy of the SHMA (exaggerated needs and focus on employment growth), support for SHMA as ratified by PINs, queries about population updates needed at later stages of plan preparation, queries on whether CDC will accommodate further growth and the consequences of SODC not endorsing the Growth Board apportionment.

- **Green Belt (GB) and Kidlington Gap:** Kidlington Gap is strategic, queries on whether best to undertake a GB Review or a GB Leap with views for and against both approaches, fears that a GB review will open ‘Pandora’s box’ and hence it should not be reviewed, support for a GB Review which is targeted and not excessive review and permanent t for 20+ years. Need to justify GB review’s exceptional circumstances.
- **Deliverability:** Increased housing delivery possible, landowners looking at land disposal although builders are maxed out at the moment, landowners aspirations (land values) are an issue for affordable housing, need a mixed of large and small sites. Smaller sites are quicker and easier to deliver. Plan deliverable but GB review is needed.
- **Infrastructure:** high quality transport needed to areas for Oxford’s growth, queries on when the Plan will address infrastructure needs and whether consultations will take place as part of OCC Local Transport Plan.
- **Location of growth:** support for areas A and B, support for and arguments against further growth in the north of the Cherwell, Upper Heyford and potential MoD land, motorway junctions seen as inappropriate, support for growth at Oxford Parkway, support for locating growth near existing development and near employment, question the approach to areas of search and whether areas A and B have been favoured, views on 4,400 being too much just for Kidlington.

Officer Response

The issues raised have been considered in preparing the vision, objectives, and policies in the Partial Review and in identifying the strategic development sites.

6. Sustainability Appraisal

The Sustainability Appraisal which accompanies the Proposed Submission Partial Review summarises the representations made to the Initial Sustainability Appraisal (November 2016) and provides responses to the representations.

7. Representations – Summary of Issues Raised and how they have been considered.

Representations Received

A total of 1225 representations were received which generated a total of nearly 6,000 comments. A table providing a full summary of each representation is attached at Appendix 10.

This section sets out a brief summary of the representations received. It does not offer a commentary on those representations. It has been prepared to provide an overview of the challenge of addressing a complex set of positions from a range of respondents. Full copies of each representation can be viewed online at www.cherwell.gov.uk/planningpolicy

General Comments

A large number of representations received made general comments without following the questionnaire.

Over 470 'Post card' type representations were received. There were essentially two versions of the card as follows:

'Objection to the building of 4,400 new houses north of Oxford. It is unsustainable. It would make traffic problems much worse. Schools and health services would be overstretched. Open countryside in the green belt will be sacrificed, countryside walks and views lost. Natural habitats of great local importance would be destroyed. Cherwell should challenge Oxford City's unrealistically high extra housing figures. Objection to areas of search and development in the Oxford Green Belt. It is appreciated and enjoyed by local residents. It helps protect historic Oxford from over development. Green Belt is a permanent designation and should continue to be protected.'

'Objection to the building of 4,400 new houses north of Oxford because it would inevitably lead to unacceptable destruction of the Green Belt, which most Oxfordshire residents have said they wish to retain and which CDC has undertaken to protect. Objection to more pressure being put on local infrastructure including roads, schools and health services which are already overstretched. Objection to the creation of one congested, urban sprawl, joining Oxford to Woodstock which would be unlikely to solve Oxford City's housing problems and would be used as a dormitory for London commuters. Objection to the loss of our villages' characters, identities and ancient historical settings and the loss for ever of our adjoining countryside, the local walks, scenery and rural pathways'

A petition responding to the questionnaire signed by 80 residents of Steeple Aston was also received.

Other general comments include:

- The consultation has been poorly publicised.
- Difficult to find consultation details and the paperwork is long and challenging.
- Holding the consultation over the Christmas period was not reasonable.
- Objection to having to meet another Council's housing needs.
- Oxford needs to explore other options for housing.
- Housing is not needed.
- There is already a commitment in the adopted local plan to build 22,800 new homes by 2031.
- Objection to urban sprawl.
- Disagreement with revised Strategic Economic Plan for Oxfordshire.
- Widespread criticism of the SHMA.
- Growth targets are inflated and unrealistic.

Officer Response

The comments made on the consultation process have been noted.

The consultation exercise has met all the requirements stipulated by the relevant planning regulations.

Hard copies of all the consultation documents were available at the 'deposit' locations and some locations in Oxford City. Documents were also available on the Council's website.

The advertised consultation period was eight weeks rather than the six weeks required by the Regulations to take into account the Christmas period.

The Council has a 'Duty to Cooperate' with neighbouring authorities.

The SHMA remains the most up-to-date objective assessment of housing need for the Oxfordshire housing market area.

Question 1: Cherwell's contributions to Oxford's Housing Needs – Is 4,400 homes the appropriate housing requirement for Cherwell in seeking to meet Oxford's unmet housing need?

There were over 400 responses to this question. Overwhelmingly the representations objected to this figure.

The vast majority of parish councils, including Kidlington, Begbroke, Gosford and Water Eaton, Bodicote and Weston on the Green disagreed with this figure. Those parishes who agreed with the figure included Shipton on Cherwell and Thrupp, Kirtlington, and Banbury and Bicester Town Councils.

Oxfordshire CC, Oxford City Council and West Oxfordshire DC welcomed the apportionment.

Historic England expressed concern stating that it is likely that such a large apportionment would have a significant effect on the historic environment.

Comments in general support included:

- Figure is consistent with the evidence base
- Cherwell should provide more than 4,400 homes
- Council has to fulfil its obligation under 'Duty to Cooperate'
- A higher level of provision would allow flexibility to accommodate any shortfalls
- Needs to be close to Oxford as it is for Oxford's needs.
- Cherwell should start with an assessment of how to create new balanced communities that are well connected to Oxford, are of exemplar design and supported by necessary infrastructure and then determine how many houses to provide.
- SHMA mid-point should be 28,000 and not 25,000.
- 15,000 is a working assumption not a true indication of Oxford's housing need, it should be 22,000
- Investigate all modes of transport to Oxford.
- Upgrading of key corridors to Oxford centre needed.
- Provision of good and improved public transport required
- Aim for a 'Rapid Transit Network' is laudable
- Update Countywide IDP
- Settlements outside the Green Belt such as Bicester, Banbury and Heyford Park are considered suitable with good transport connections to Oxford
- Ensure that the open spaces and countryside of Oxfordshire are not developed unnecessarily as these are vital to support the health and wellbeing of the residents of Cherwell District through outdoor recreation
- Building should be for rental specifically for low income professionals in the health system and education and to be kept occupied by such professionals only.

- AQMA
- Will the infrastructure be in place to match the scale of development?
- Starter homes and affordable homes for young and local people are needed.
- Appropriate housing mix needed
- Part of the South Oxfordshire DC apportionment should be redistributed to the remainder districts.

Comments that do not agree with the apportionment include:

- Oxford City's strategy should include provision within its own boundaries
- There is no evidence
- Deeply flawed, inappropriate, unreliable, unrealistic, dubious, and not sustainable – not supported by spatial strategy
- Need for a further review of the SHMA to identify real housing need for Oxford
- Oxford should sort out its own problems
- Does not accord with Para 158 of the NPPF
- Further refinement needed following suitability and deliverability of the sites.
- Deliverability is dependent on transport infrastructure and services to build a new community.
- This number will significantly impact communities
- Fait-accompl
- Cherwell should wait
- 550 houses for Oxford is too low
- Avoid impact on the A34
- Oxford is dumping its share onto Kidlington
- Merging of Begbroke, Yarnton and Kidlington would result in an urban sprawl into Oxford and the identity and character would be lost
- Consider Brexit
- The role of the OGB, LEP, SHMA and ONS is questioned.
- Increase in additional cars travelling to Oxford
- Existing transport infrastructure is not sustainable.
- Increased traffic congestion
- Limited capacity and increased demand
- Cycling is dangerous due to inadequate cycle lanes.
- Demand on the existing infrastructure and services are unsustainable.
- Increased air, noise and light pollution
- There are no exceptional circumstances to build on the Green Belt
- Inappropriate and unnecessary destruction of GB between Oxford and Kidlington
- Significant impact on wildlife, habitat, etc.
- Walks and views, open spaces, flora and fauna would be lost. Natural habitats lost.
- Use brownfield sites, unoccupied buildings and build close to the city's ambitious industrial and business developments
- Oxford City is a historic city with a heritage status surrounded by rivers and the Green Belt
- Would radically alter the character of the area
- Would result in a population increase by 40%
- This is a very politically sensitive policy yet has not been subjected to public scrutiny or vote.

- Inadequate and poorly publicised consultation
- Prevent investors and buy to let landlords
- Oxford needs a robust housing policy
- No mention of eco-friendly housing
- New housing will not be affordable for the locals due to high prices
- Object to housing in Cherwell and employment in Oxford.
- Employment growth estimates are exaggerated by OxLEP
- Fundamentally unsustainable and damaging to Oxford

Officer Response

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

All of Oxfordshire's Councils have accepted that Oxford cannot fully meet its own housing needs. They collectively committed to consider the extent of Oxford's unmet need and how that need might be sustainably distributed to the neighbouring districts so that this could be tested through their respective local plans.

Oxford has a high level of housing need and problems of affordable access to the housing market. New homes are required urgently to meet Oxford's existing and future needs to meet demographic demand, to help access to the housing market and to support economic growth.

The Plan explains the conclusions of the Oxfordshire Strategic Housing Market Assessment (2014), how the SHMA was prepared and how the level of Oxford's unmet need was identified. It also explains how the unmet housing need has been apportioned as a result of the Oxfordshire Growth Board's decision on 26 September 2016.

The SHMA remains the most up-to- date objective assessment of housing need for the Oxfordshire housing market area.

The Sustainability Appraisal supporting the Plan tested the likely environmental, social and economic effects of providing 4,400 homes and the alternatives of providing significantly more or significantly less.

An extensive evidence base has been amassed to inform the preparation of the Plan. They cover issues such as landscape capacity, green belt, ecology, transport, viability, and flood risk. These pieces of evidence address many of the issues raised in the representations.

How the identified issues have been taken into account

- The housing apportionment of 4,400 homes along with alternatives (significantly more or significantly less) were considered in the Sustainability Appraisal.
- The Proposed Submission Plan seeks to deliver 4,400 new homes as agreed by the Oxfordshire Growth Board on 26 September 2016 and tested through the Plan preparation process

- Further information is included in Section 1 of the Proposed Submission Plan and in the Sustainability Appraisal.

Question 2: Spatial relationship to Oxford: Do you agree that we need to specifically meet Oxford’s needs in planning for the additional housing?

Those in general agreement included Oxford City Council, West Oxfordshire DC, Oxfordshire CC and English Heritage. Parishes and Town Councils that responded favourably included Bicester and Banbury Town Councils, Bloxham PC, Launton PC and Shipton on Cherwell and Thrupp PC.

The majority of the parish councils that responded did not agree. They included Gosford and Water Eaton PC, Begbroke PC, Hampton Gay and Poyle PC, Islip PC, Noke PM, Caversfield PC and Wendlebury PC.

The key points raised by the representations included:

- Spatial relationship to Oxford is logical located at the edge of Oxford and in close proximity to Oxford City centre with good public transport connections.
- New housing should be provided along the existing public transport connections and build on the existing travel patterns with supporting infrastructure in place before new housing development. Implement Rapid Transit.
- Sustainability Appraisal, Interim Transport Assessment and Growth Board’s assessment criteria was very limited to assess the impact on the Green Belt.
- Need to strengthen sustainable transport infrastructure through investment.
- The NPPF is clear that strategies for housing and employment in local plans should be integrated.
- Oxford should reduce the number of sites it has identified for employment purposes and should reallocate the land for housing.
- Oxford should only embark on a strategy to divert employment growth elsewhere to areas that need and welcome it both in Oxfordshire and the country as a whole.
- Sites selected for development should not compromise the purposes of the Green Belt.
- Oxford should do more for its housing need first and explore all possibilities. Allocate land for housing rather than employment. Oxford could meet their own needs by using neglected brownfield sites currently used or earmarked for commercial and industrial purposes.
- A district wide approach should be applied to considering additional opportunities for allocating residential land.
- Unclear why Cherwell should meet Oxford’s needs in this area and on such a large scale. Is a much larger city being planned? Is coalescence inevitable?
- Housing for employees can be dispersed all over Oxfordshire and surrounding districts
- Prevent coalescence of Kidlington with Oxford and retain the green gap, recreational value of the countryside etc. that are important to the residents of Kidlington, Begbroke and Yarnton.
- Reference the URBED report – expansion of Bicester and Didcot and their surrounding linked by train/tram services.

Officer Response

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

All of Oxfordshire's Councils have accepted that Oxford cannot fully meet its own housing needs. They collectively committed to consider the extent of Oxford's unmet need and how that need might be sustainably distributed to the neighbouring districts so that this could be tested through their respective local plans.

Oxford has a high level of housing need and problems of affordable access to the housing market. New homes are required urgently to meet Oxford's existing and future needs to meet demographic demand, to help access to the housing market and to support economic growth.

The district as a whole has a clear geographic, social, economic and historic relationship with Oxford.

The Plan includes a clear vision for how Oxford's unmet housing needs will be met within Cherwell.

The Plan's vision, objectives and policies are specifically tailored to sustainably meet Oxford's needs but at the same time also responding to the Cherwell context.

How the identified issues have been taken into account

- The spatial relationship to Oxford was considered when drafting the Vision and Objectives, identifying the Areas of Search Options and considering strategic development sites.
- Section 3 of the Proposed Submission Plan sets out the wider context.

Q3. Are there any issues that we need to consider as we continue to assess development options?

OCCG advises that any significant housing development will have implications for health provision, particularly GP practices.

Oxfordshire CC advises that funding for infrastructure continues to be an issue as does improving overall health and wellbeing.

West Oxfordshire DC considers that there is a need to consider the cumulative impact of options and growth in Cherwell together with growth planned in West Oxfordshire.

Issues raised more generally in the representations include:

- Impact on the Green Belt.
- Flooding and flood plains.
- Kidlington Masterplan, which considers that the Green Belt remains fundamentally unchanged.

- Need for appropriate infrastructure, access to Park and Ride, schools, public transport, medical facilities, shops, appropriate town centre developments, etc.
- Need to improve public transport connections and accessibility
- Need real commitment to transport improvements, such as A34, the railway and access to Oxford.
- What government support is available from a political and financial stance?
- Implications and impact on environmental character and quality.
- Future sustainability of Oxford as a University City given severe constraints on growth.
- Consider the employment needs in Cherwell.
- Significant housing development will have implications for health provision in Oxfordshire.
- Consider the potential for Category A villages for Oxford's needs in relation to connectivity and sustainability.
- New development should not prevent expansion of the Oxford Airport in the future.
- Ability for development to provide a rail link.
- Plan positively to enhance the beneficial use of the Green Belt.
- Rethink the broad idea of a new village/small town instead of ruining the integrity of 3 existing well defined villages.
- Sustainability, distance from Oxford and resultant traffic pollution.
- Health and wellbeing of the residents
- Phasing to reassess the actual need in 10 years.
- Taylor Review – rural areas are equally sustainable with technological change leading to change in working patterns allowing more home working and reducing the need to travel.
- Key worker homes as a potential form of affordable housing alongside employment sites.
- Contributions from developers should be much higher.
- Prevent coalescence of settlements
- A new station should not be used as a prop to allow other unwanted development.
- Support housing in Woodstock and Islip.

Officer Response

An extensive evidence base has been prepared to inform the Partial Review. These include Transport Assessment and Modelling, Strategic Flood Risk Assessment, Landscape Sensitivity and Capacity Assessment, a Housing and Economic Land availability Assessment, a Green Belt Study, and a Habitats Regulations Assessment.

The Partial Review has been prepared having regard to consultation feedback from key local stakeholders including the NHS, the Highway Authority and education providers.

The Plan's vision, objectives and policies are specifically tailored to sustainably meet Oxford's needs but at the same time also responding to the Cherwell context.

How the identified issues have been taken into account

- The issues were considered when drafting the Vision and Objectives in Section 4 of the Proposed Submission Plan.

Q4. Do you support the draft vision? Are changes required?

The principle of the draft vision is supported by the majority of parish councils and other respondents.

Both Kidlington PC and Gosford and Water Eaton PC state that the Vision should make reference to existing communities and the environment. Historic England considers that the Vision should include 'that conserve or enhance the historic environment and heritage assets therein'.

Other comments on the vision include:

- Need to preserve the traditional and peaceful rural character of the village life
- Development needs to be of exemplary design, supported by the necessary infrastructure
- Provide a range of household types that reflect Oxford's and Oxfordshire's diverse needs but not at the expense of the wildlife habitats and existing communities.
- Support our world class economy and ensure people have convenient, affordable and sustainable travel opportunities for work, recreation and services.
- Vision statement needs to recognise that Oxford is not the only focus within Oxfordshire.
- New balanced communities should be well connected to Oxford and other economic centres within Oxfordshire
- To add "Ensuring new housing is delivered to provide balanced communities..." to the Vision statement
- Include reference to deliverability, the integrity of the Green Belt and the regeneration of Kidlington in the Vision Statement
- Consider impact on the local communities including safeguarding the countryside for the urban population, not removing opportunities for outdoor sport and recreation near urban areas, safeguarding the countryside from encroachment.
- Not considered appropriate for housing development to happen without proportionate employment and economic development.
- OGB should be distributing employment sites as well as considering locations other than Oxford to reduce the need for commuting to the City.
- To succeed, such new communities must have access to, or facilities provided that will allow cultural, community, health and education activities to flourish. These aspects should be specified in the 'Vision'.
- The Vision needs amending to mention the protection and enhancement of the natural environment for future generations, including the Oxford Green Belt.
- Vision should make reference to realising potentially significant local (social, economic, and environmental) benefits associated with accommodating a proportion of Oxford's unmet housing needs housing in the district
- Suggested rewording, "To require that developments are well-designed and responsive to their surroundings".
- Provide adequate infrastructure to support growth
- Locate adjacent to Oxford City
- As these will be in GB the design should achieve high densities that minimise the impact on GB objectives with exemplary environmental standards.

- Sustainable forms of development.
- Preference to homes as opposed to flats, in particular in the Green Belt
- Consider sites for less than 100 dwellings
- Housing need is exaggerated; there is no evidence for it;
- Unused industrial sites should be used first.
- Vision is faulty premise, there are no exceptional circumstances to justify building on the Green Belt
- Consider the possibility of garden village outside the Green Belt.
- Oxford-Cambridge technology corridor

Officer Response

The purpose of the Plan is to help meet Oxford's unmet housing needs.

The Partial Review is to meet Oxford's needs not Cherwell's (although once it is provided it is not within the Council's gift to interfere with the housing market).

There is no need identified in the SHMA for an Oxford and environs sub-area.

The vision is not locationally specific.

It is agreed that some rewording is required. The Vision would benefit from a reference to responding distinctively and sensitively to the local Cherwell context

The Vision would benefit from a reference to the achievement of high environmental standards.

It is agreed that the Vision should make reference to improving health and well-being.

Meeting diverse housing needs is already included as is exemplar development.

A change highlighting a need to respond distinctively and sensitively to the local built, historic and environmental context would be beneficial

The Vision is more than just about housing numbers and emphasises the importance of supporting infrastructure.

The delivery of housing is clear in the supporting objectives

The potential impact on the Green Belt is a matter for the subsequent consideration of options to meet the Vision. Issues of deliverability are for the objectives and policies.

The principle of strengthening Kidlington is agreed but the content of the Partial Review is dependent on the consideration of options.

The Vision cannot preclude the option of development in the countryside. Sustainable sites need to be identified and the impact on the environment tested.

It is agreed that the reference to communities could be read as precluding the expansion of existing communities. More emphasis has been added on the provision of new development.

The Growth Board has reached agreement on the level of need and its apportionment.

Many of the other issues raised are policy and implementation matters.

How the identified issues have been taken into account

- The issues were considered when drafting the Vision in Section 4 of the Proposed Submission Plan and tested with the benefit of evidence including the sustainability appraisal

Question 5: Do you support draft Strategic Objective SO16? Are changes required?

In Support

A number of representations, including those from Oxfordshire CC, Oxford City Council and Historic England, were supportive of this objective. Points made included:

- Councils should work together for a coordinated approach
- It is a statutory requirement under the Duty to Cooperate
- Collaborating with other stakeholders will ensure that not only are the housing numbers met but that the dwellings are located in accessible and appropriate areas.
- Bicester Town Council agrees to SO16
- Subject to Cherwell's contribution being proportionate to that of Oxford and other districts. GB being preserved and protected and in keeping with unique character of village life.

Do Not Support

A number of representations, including that from Begbroke Parish Council, did not support this objective.

- Cherwell should not accept the housing figures from Oxford they are too high.
- The 2015 adopted local plan should prevail.
- There are insufficient doctors and emergency services.
- Do not believe Oxford has an unmet need. It should use employment land for housing, empty homes and brownfield land.
- Cherwell officers should look after Cherwell not Oxford.
- Appears other councils being dictated to by Oxford.
- Figure is too high based on flawed assumptions.
- Process inadequately thought through and consultation exceptionally poor.
- No. It is not an objective but rather a method. The objective for Kidlington should be about protection of its strengths and attributes as a pleasant place to live and work
- It needs to change to include action by Oxford to deal with the completely inadequate transport links to and around the city (NOT more buses).
- There is nothing to suggest that realistic and deliverable plans are in place to provide the necessary infrastructure improvements.

Proposed Amendments

Several representations, including from Kidlington PC, were received suggesting amendments to the wording of the objective

- Needs to state how three authorities will work together in delivering sustainable solutions of housing in the city. The policy is fragmented across three authorities. With no single authority responsible for meeting this housing need there is little political imperative to deliver the numbers identified in the way set out in the policy wording.
- Amendments required that support and compliment the city's world class economy, universities and outstanding environment.
- The overall approach could be enhanced by also continuing the Kidlington Master Plan process.
- Suggest amending the policy wording to outline how the infrastructure and housing can be jointly delivered with key stakeholders during the plan period. The wording as it stands is limited in its ability to deliver.
- Changes are required to reflect para B95 of the Local Plan Part 1 (which commits the Council to seeking to address the unmet housing needs arising from elsewhere in the OHMA particularly Oxford City) and para 17 of the Inspector's 9 June 2015 report on the examination into the Local Plan
- Does not make reference to the need to avoid sacrificing the quality of life enjoyed by Cherwell residents and businesses.
- The statement needs to acknowledge those living and working in Cherwell and not just the needs of Oxford. There is little detail on how transport issues could be resolved and accommodate developments such as the Northern Gateway.

Officer Response

Comments in support of this objective are noted.

The objective is not locationally specific

The apportionment was established by the Oxfordshire Growth Board and the capacity of Oxford to meet its own needs has been tested.

The Partial Review responds to national planning policy and an adopted Local Plan commitment.

The Plan will identify sustainable policies to deliver the Vision and objectives

A reference to the provision of infrastructure would be beneficial

The Partial Review will require a transport specific policy

The objective refers to the critical partners in terms of meeting needs and delivering key infrastructure within Cherwell. The Oxfordshire Councils collectively continue to work together through the Oxfordshire Growth Board. However, it is possible that other neighbouring Authorities may become key partners

How the identified issues have been taken into account

- The issues were considered when drafting the Strategic Objectives in Section 4 of the Proposed Submission Plan and tested with the benefit of evidence including the sustainability appraisal

Question 6: Do you support SO17?

There is widespread criticism of this objective including from Kidlington PC and Gosford and Water Eaton PC. The main points raised include:

- The current projections for housing in the SHMA 2014 and OXLEP's economic forecasts are fundamentally flawed and out of date. The evidence base needs updating.
- The objective is unbalanced as it takes no account of environmental or social factors
- Further economic growth of Oxford is unsustainable
- Changes are required to protect the green belt
- Concentration should be on developing other industries across Oxfordshire so removing the need to travel to Oxford.
- Cherwell cannot meet Oxford's growth needs without a huge infrastructure investment which cannot be funded.
- More employment is needed in Cherwell not Oxford.

There were a number of supportive comments including from West Oxfordshire DC, Oxford City Council and Bicester Town Council. Other comments included:

- It should be acknowledged that the existing adopted local plan already achieves a level of support to Oxford by the Bicester allocations.
- Housing growth should support the rural economy
- Supported only if the current transport problems are addressed.
- Objective should more explicitly reflect the need to locate housing in a way that best serves the Oxford economy.
- It is important to provide an appropriate evidence base to justify the level of Oxford's unmet housing need.

Officer Response

The comments in support of this objective are noted.

This objective is not locationally specific

There is no evidence not to rely on the SHMA

The objectives embedded in the adopted Cherwell Local Plan Part 1 are applicable

The housing is being provided to meet the economic needs of Oxford. Cherwell has planned to meet its own needs in the adopted Local Plan.

How the identified issues have been taken into account

- The issues were considered when drafting the Strategic Objectives in Section 4 of the Proposed Submission Plan and tested with the benefit of evidence including the sustainability appraisal

Question 7: Do you support draft Strategic Objective SO18?

The majority of representations were generally in support of the overall aims of this objective. The OCCG considered that the issue of key worker housing for health is important. Both Gosford & Water Eaton PC and Kidlington PC support this objective. Other comments included:

- The housing needs to be for people who work locally not London commuters.
- Housing needs to be kept permanently affordable
- As long as it does not gridlock Kidlington a certain level of commuting in to Oxford will be acceptable.
- Plan should consider specific affordable housing quotas of at least 50% as within Oxford City.
- Design and layout is important. Any development should be of mixed housing to be affordable to a range of people.
- These homes should also be available for Kidlington residents.
- The public sector needs to take a lead in delivering these affordable homes.
- Support for the provision of access from new housing to Oxford's employment areas to encourage delivery of sustainable transport links.
- Not acceptable for developers not to provide affordable housing on viability grounds.
- Only if Oxford City can demonstrate its housing needs are genuine and if Cherwell's economic growth is promoted as well.

A minority of the representations raised concerns/objections to this objective. Comments made include:

- CDC should develop less economically successful locations.
- It will create urban sprawl and unhappy neighbourhoods
- Key workers need to live in areas away from the centre with good transport links. North Oxford and Kidlington are too expensive
- Little confidence that development will meet needs of the target groups for affordable housing.
- Not at the expense of the green belt.
- Should not assume that Oxford has significantly different housing market characteristics and issues than the rest of the HMA.
- How can housing be distinguished between those who require access to Oxford and those who do not?

Officer Response

Some re-wording of the policy would be helpful in the interest of clarity. The Vision refers to the diverse needs of the City. However, this specific objective is tailored to meeting Oxford's specific needs & issues of affordability

The objective references key worker housing which is raised in the Oxford Housing Strategy

The objective is not locationally specific

The plan will need to be shown to be deliverable

Sustainable travel is highlighted in the Vision and the Local Transport Plan in SO19

The objective seeks to respond to Oxford's need and affordability issues but cannot control the market.

The viability of affordable housing requirements will be policy tested. While it is accepted that travel to work patterns do not reflect administrative boundaries, the housing is planned to meet Oxford's needs arising from its economic growth (and other needs). Access to Oxford's own key employment area needs to be central to the strategy but that does not mean that other economic factors will not influence final locational decisions.

While some clarification of the objective would be helpful, in terms of those more generally, requiring a home, the objective covers this by the reference to those requiring access to Oxford's key employment areas. The market will also release housing within Oxford. The plan cannot control the market but as the housing need arising from the economic growth of Oxford & its affordability needs, it is important that the strategy for Cherwell focuses on this. The Plan will need to consider the definition of Key workers.

South Oxfordshire DC's apportionment is a matter for them, and coordinated consideration through the Oxfordshire Growth Board.

How the identified issues have been taken into account

- The issues were considered when drafting the Strategic Objectives in Section 4 of the Proposed Submission Plan and tested with the benefit of evidence including the sustainability appraisal

Question 8: Do you support Draft Strategic Objective SO19?

Begbroke PC objected to SO19 as current transport issues are unmanageable, with little scope for future improvement. Oxford Bus Company questions the ability of the Plans to deliver the infrastructure required against the clear gap between aspiration and funding. Bicester Town Council is concerned that the STP is not robust enough and traffic issues will continue to escalate. Gosford and Water Eaton PC supports the objective but are very concerned about the potential impact of large scale development on existing transport infrastructure given major problems. West Oxfordshire DC supports the objective. The impact on the A44 corridor needs to be carefully considered. It is vital both districts work together with the County to bring forward the proposed A40/A44 link.

Other comments included:

- No. Congestion in Kidlington will increase.
- There has been insufficient thought. Do not wish to live like Bicester.
- Nothing to suggest that realistic and deliverable plans are in place to provide the necessary infrastructure improvements.
- Plans not taking sufficient account of rapid changes in transport arising from social and technological changes.
- The Transport Plan is not achievable. Councils do not have the ability to influence commercial operators.
- Traffic around Oxford is extremely congested. Recent improvements in North Oxford have not significantly improved traffic flow.
- CDC is being held to ransom. I.e. no infrastructure improvements without more housing.
- Even with no development the LTP would still not meet the transport needs.
- Not sure how currently insoluble traffic problems can be solved by adding more cars.
- Emphasis would be better focussed on diverting traffic that is passing through Oxfordshire away from the congested areas around the City.

A majority of the representations supported this objective. Comments included:

- Would like more emphasis on efficient public transport not park and rides
- OCC needs to invest in public transport for commuters' to ease congestion.
- The proposed transport schemes would be welcomed.
- The level of building requires national support to improve transport arteries.
- Objective should recognise the on-going work of the OGB to evaluate existing transport infrastructure capacity.
- Sustainable transport, public transport, cycling and walking lies at the heart of any successful housing development.
- Objective in general accordance with para 30 of NPPF.
- Objective should also refer to NIC Interim Report on the Oxford-Milton Keynes-Cambridge Corridor, Oxford to Cambridge Expressway and the East-West rail line.
- Sustainable transport links are key.
- This is a key element in the whole Partial Review
- It is critical that links between development sites in Cherwell and employment areas of Headington and Cowley are in place early in the Plan.

Officer Response

The comments in support of this objective are noted.

An infrastructure strategy is currently being prepared on a countywide basis

The objective is not locationally specific

How the identified issues have been taken into account

- The issues were considered when drafting the Strategic Objectives in Section 4 of the Proposed Submission Plan and tested with the benefit of evidence including the sustainability appraisal

Question 9: Do you have any comments on the Areas of Search we have defined?

OCC states that the preferred 'areas of search' should relate well to Oxford by way of proximity and/or accessibility. New developments should be on key transport corridors which have existing, planned or potential for fast and frequent public transport services to Oxford centre and key employment locations within the City. OCCG comment that more remote or rural locations pose additional challenges due to distance from existing GP surgeries, and lack of sustainable options for new local surgeries.

A large number of the representations made essentially the same point as follows:

- Object strongly to development on GB around Kidlington, which is well used and enjoyed by many. It protects the historic City of Oxford from over-development, and the government's promise to protect it should be upheld.

Other comments specifically relating to Areas of Search A and B include:

- Bicester Town Council agrees that they are the only sensible areas for Oxford workers.
- Area of search should be focussed on the A44 Corridor.
- Kidlington PC agree with the Areas of search A and B but are concerned about the scale of development 'allocated' to Cherwell by the Oxfordshire Growth Board.
- Begbroke PC objects to development in the Green Belt.
- The fact that the Council appears to have already concluded before the consultation process that Areas A and B are the most sustainable broad locations suggests that the Council does not plan to seriously assess other areas or respect the national Green Belt policy.
- Green Belt is a permanent designation and unmet housing needs do not justify building on it.
- Brownfield sites, previously developed land and areas next to busy roads and junctions should always be considered before green belt.
- There are not 'exceptional circumstances' to justify development in the green belt. Adopted policy ESD14 should prevail and maintain existing green belt boundaries.
- A survey by CPRE shows 76% of Oxfordshire residents were in favour of protecting the green belt with the majority seeing housing as the greatest threat.
- The Initial Transport and Sustainability Assessments' preference for Areas of Search A and B pre-empts the consultation process and undermines the NPPF's aim to include, rather than exclude, people and communities in the planning process.
- Make sure all the options are looked at properly and at same level of detail and rigour as A and B.
- The majority of the Areas of Search are too far from Oxford but 4,400 homes are too overwhelming if narrowed down to one or two areas for their proximity to Oxford.
- The Kidlington Masterplan should be the basis for future development.
- Only areas close to Oxford should be considered for this development.

Whilst the vast majority of comments were in relation to Areas of Search A and B a number commented on other Areas of Search were received as follows:

- D, G, H, and I are very poorly related to Oxford.
- Area C should be avoided due to potential traffic challenges
- E should be avoided due to coalescence between Bicester and surrounding villages.
- C and G are potential locations for a regional distribution centre.
- Development should be in smaller villages to keep schools, shops and bus services.
- Area I is notable for its rural beauty and views, distinctive and unique village life, limited infrastructure and public transport links.
- Bletchington and Kirtlington should be included in Area B.
- Area H is too tightly drawn. It should be expanded to include settlements such as Bloxham which are located in close proximity, and with good transport links, to Banbury.
- Southern area of the District, including Bicester, maybe a better area of search. Identified areas of search are appropriate for larger strategic sites but Category A villages can also be sustainable locations for development.

- Clear reference should be made to the overarching spatial strategy and the Areas of Search should accord with the approved Strategy in the adopted local plan. ie the majority of the development should be focussed on Banbury and Bicester.
- Council should have considered an option assessing sites within an appropriate distance from existing train stations.
- Other options need to be fully explored before considering developing in the green belt.
- Inclusion of Area H is welcomed.
- Option I represents a 'scatter gun' approach. Development on the scale proposed would not be sustainable.
- Options E and F as well as rural dispersal are probably best choices.
- Banbury and Bicester could meet Oxford's needs with strengthened rail links.
- Area H is already absorbing huge numbers of new houses and does not address Oxford's opportunities for economic growth.
- There is more potential at Bicester.
- Ambrosden should be in Option E not I.
- Option I should be broken down so that sub-areas are assessed accordingly and more fairly.
- E and H already have traffic problems at peak times.
- F could provide a very good site if links created to M40 and rail services improved.

Officer Response

Nine areas of search were considered as potential broad locations for accommodating housing growth.

The Plan preparation process has concluded that options C to I or a combination of any options including C to I would not sufficiently deliver the Vision and objectives of the Partial Review.

Options C to I would have a greater detrimental impact on the development strategy for Cherwell set out in the existing adopted 2015 Local Plan.

It has been concluded, based on the extensive evidence base, that Options A and B could deliver the Vision and objectives of the Partial Review.

Options A and B will have a far less significant impact on the delivery of the development strategy for meeting Cherwell's needs.

The Partial Review responds to national planning policy, including that relating to the Green Belt.

How the identified issues have been taken into account

- Section 2 of the Proposed Submission Plan explains the Areas of Search Options and provides reasons why Options A and B were preferred. The selection of Areas of Search has been informed by evidence including the sustainability appraisal

Q10. Site Size Threshold. Do you agree with our minimum site size threshold of two hectares for the purpose of site identification? Do you agree that we should not be seeking to allocate sites for less than 100 homes?

There were over 150 responses to this question with a relatively even split on those who agreed and those that disagreed.

The vast majority of Parish Councils who responded supported the statement. However, Begbroke PC, Gosford and Water Eaton PC and Hornton PC disagreed.

Oxfordshire County Council and Oxford City Council agreed with the thresholds.

Historic England stated that the potential contribution of sites below the threshold should not be ignored.

Those that agreed with the statement made comments including:

- Sensible to have a threshold.
- Sites need to be large to deliver affordable housing and infrastructure.
- Would be consistent with Local Plan Part 1.
- Development on larger sites should be phased.
- The site threshold of 2ha should be retained but no reference should be made to the number of dwellings.
- Higher density developments will help reduce land take.

Comments from those that disagreed included:

- A gross density of 50dph is inappropriate for suburban and rural areas.
- A range of sites will ensure that environmental impacts are minimised and that development integrates easily with existing communities.
- Large sites favour volume builders who may land bank.
- A portfolio of larger and smaller, immediately available, sites will support delivery targets.
- Figures appear arbitrary.
- No thresholds are proposed by NPPF.
- Cumulatively smaller sites can make a contribution to meeting Oxford's unmet need.
- The minimum site size should be much higher in order to facilitate the comprehensive planning and delivery of development.
- Smaller sites favour development of brownfield sites.

Officer Response

A threshold of 100 dwelling would be consistent with Local Plan Part 1.

The Partial Review is a strategic process to meet the needs of Oxford.

Sites of a strategic scale enable the Plan to put a greater emphasis on place shaping principles.

Sites need to be of a sufficient size to help secure necessary infrastructure.

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares (to achieve at least 100 homes) within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.

Q11. Identified Potential Strategic Development Sites: Do you have any comments on the sites we have identified?

Oxfordshire County Council conducted a RAG assessment of each of these sites covering transport and highways, public transport, archaeology, education, and minerals and waste. Their comments have not been repeated here but are set out in their detailed representation. (PR-B-0877).

Area of Search Option A

PR14: Land North of the Moors, Kidlington

- BBOWT advise that this site is located close to the Lower Cherwell CTA and Langford Meadows LWS (Local Wildlife Site). Concerned about direct and indirect impacts on the LWS (including recreational impacts). Expect the LWS to be protected by an appropriate buffer and any development to provide enhancements in line with CTA aims and objectives.
- Historic England advises that this site abuts the Church Street Conservation Area to the east. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Environment Agency advises that flood zone 2 and 3 at or close to NE corner of the site.
- Kidlington PC state that land north of the village forms a continuous open farmed landscape between the village and the River Cherwell. It preserves part of the visible rural setting of Kidlington, a green approach to the City and a substantial recreation asset for Kidlington and the local area. Any new development on this site would channel additional traffic through the village centre. Development should not extend into this very important open land, which is of exceptional beauty and frequently used as recreation land by local residents.
- Cllrs Neil Prestige & Cllr Maurice Billington object to any development on this site and considers that this site is inappropriate for development; therefore should be removed from the consultation process. This site lies to the north of Kidlington with no development on it. It is also an area that is hugely important to local wildlife and residents. The loss of this area would be detrimental to the area.
- The promoters of the site state that they are grateful it is included in Table 6.
- There have been a very small number of representations in support of this site.

There have been a very substantial number of objections to the allocation of this site. The main points raised include:

- Loss of green belt
- The Moors is already congested. On road parking restricts access by emergency vehicles.
- Area of beauty enjoyed by walkers with views of open countryside and the village conservation area.

- Important area of biodiversity.
- Would destroy ancient ridge and furrow, wildlife and flora.
- Important site for birds.
- Site is a haven for wildlife, many of which are protected.
- Recreational land beneficial for health.
- Area crossed by footpaths.
- Adverse effects on Lower Cherwell Valley CTA.
- Would destroy historic landscape.
- Abuts Church Street Conservation Area.
- Spire of St Mary's Church is a local landmark visible from the surrounding landscape.
- Impact on setting of listed buildings.
- Area prone to flooding. Increased flood risk.
- History of flooding problems in The Moors.
- Foul water drainage already a problem in the area.
- Needs to be preserved.
- Building here would be act of vandalism.
- Kidlington is a village and thriving community with its own identity.
- Increase in noise and air pollution.
- Should be preserved as countryside.
- No scope for extra schools and health services which are already stretched.
- According to Conservative manifesto green belt should not be used.

PR20: Begbroke Science Park, Begbroke

- Yarnton PC object for policy reasons as the site is in the Green Belt. Policy ESD14 seeks to prevent coalescence of settlements and safeguards the countryside from encroachment. It plays a strong role in preventing the coalescence of Yarnton, Begbroke and Kidlington. Policy ESD13 seeks to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations. Policy Villages 1 categorises Yarnton and Begbroke as category A villages. Thus only minor development, infilling or conversion is allowable in, or alongside these communities. Exceptional circumstances to allow development in the Green Belt cannot be demonstrated.
- Begbroke PC consider the development of this site would be contrary to green belt policy, which proposes "Protecting Green Belt Land" - extract from the NPPF (paragraphs 79 to 90)
- Kidlington PC considers that there is a clear defensible boundary along the canal and a clear gap between the canal and Yarnton. The narrow bridge over the canal is a constraint for inter-connectivity and integration. Consider that the degree of development to the west of the A44 warrants further consideration, as this would offer potential for planned growth close to employment centres with direct access to Oxford along a major transport corridor. This would however need careful design and the creation of new defensible boundaries to address landscape impacts, and preserve gaps between settlements.
- Historic England advises this site includes the grade II listed Begbroke Hill Farmhouse and abuts the Oxford Canal Conservation Area to the east. The grade II listed Tudor Cottage is located just outside the site. Any development of this site should retain the Farmhouse and have regard to the setting of these assets, with reference to the conservation area character appraisal.

- Environment Agency advise that there are flood zones 2 and 3 in north and eastern parts of the site. Extensive in east. Rushy Meadows SSSI adjoins NE corner of site.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is great potential for a development -related SwiftRail or tram-train dimension to be added to the local network. In addition, they suggest making an initial release of parts of the site which are accessible to existing bus services on the A44.
- BBOWT states that this site is a large development area especially together with sites PR23 and PR24. It adjoins the Lower Cherwell CTA and the Rushy Meadows SSSI raising concerns about direct and indirect impacts on the SSSI. Expect that any development in this area to retain a minimum buffer of 50m. Considering the overall quantum of development in the area particularly concerned about cumulative impacts on the SSSI, which might compromise the condition and ecological interest of the site in the long term. Would expect development to provide enhancements in line with the CTA aims and objectives.
- The promoters/ landowners state that this site presents a sustainable location for housing and employment development.

There have been a very small number of representations in support of some development on part of this site.

There have been a large number of representations objecting to the development of this site. The comments include:

- Exceptional circumstances not demonstrated.
- Loss of green belt unacceptable.
- Priority should be given to brownfield sites.
- Begbroke, Yarnton and Kidlington would be merged and lose their separate identities.
- Small, quiet, safe community of Begbroke would be lost.
- Roads already congested.
- New transport links proposed too little, too late.
- Part of site is liable to flood.
- Rowel Brook subject to flooding.
- Severe and regular flooding in Fernhill Road.
- Local schools and doctors at capacity.
- What provision is made for cyclists?
- Begbroke Lane is part of National Cycle Network.
- Infrastructure already at capacity.
- Excessively large site.
- Area provides a wildlife corridor.
- Contains allotments.
- Would surround and isolate Rushy Meadows SSSI.
- Would damage amenity value of Oxford Canal.

- Loss of open countryside and agricultural land.
- Air, noise, light pollution.
- Increase in crime.
- Excessively large site.
- Well used footpaths.
- Home to flora and fauna.

PR23: Land at junction of Langford Lane/A44, Begbroke

- Begbroke PC consider the development of this site would be contrary to green belt policy, which proposes "Protecting Green Belt Land" - extract from the NPPF (paragraphs 79 to 90)
- Natural England advise that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is great potential for a development -related SwiftRail or tram-train dimension to be added to the local network. In addition, they suggest making an initial release of parts of the site which are accessible to existing bus services on the A44.
- GVA on behalf of Oxford Aviation Services Ltd advise that this site falls within the Safeguarding Area. The operator of London Oxford Airport has confirmed that the erection of any buildings on this site would be unacceptable as this would conflict with aircraft approach to the runway (safety grounds).

A number of representations were received objecting to this site. Comments include:

- Can aircraft in trouble land here?
- Loss of green belt. Exceptional circumstances have not been demonstrated.
- Impact on already congested local road network.
- Small, quiet, safe community of Begbroke will be lost.
- School and doctors at capacity.
- Noise and air pollution from airport.
- Airport operations could be affected.
- Traffic and pedestrian highway safety concerns.
- Impact on wildlife.
- Would result in urban sprawl.
- Need to preserve the countryside, landscape and environment.
- Will destroy rural separation of Begbroke from Woodstock.
- Will damage historic character and setting of Begbroke village.
- Green belt walks and views will be lost.

PR24: Begbroke Lane, North East Field, Begbroke

- Environment Agency advises that Rushy Meadows SSSI lies to the east of the site.
- Natural England advise that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- Begbroke PC considers the development of this site is in complete contravention to council policies. Category 2 villages have fewer services and/or are remote with limited public transport and limited potential for development.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is great potential for a development -related SwiftRail or tram-train dimension to be added to the local network. In addition, suggest making an initial release of parts of the site which are accessible to existing bus services on the A44.
- The landowners/promoters of the site support this allocation.
- A very small number of representations supported this allocation.

A number of representations were received objecting to this site. Comments include:

- Can aircraft in trouble land here?
- Loss of green belt. Exceptional circumstances have not been demonstrated.
- Impact on already congested local road network.
- Small, quiet, safe community of Begbroke will be lost.
- School and doctors at capacity.
- Noise and air pollution from airport.
- Airport operations could be affected.
- Traffic and pedestrian highway safety concerns.
- Impact on wildlife.
- Would result in urban sprawl.
- Need to preserve the countryside, landscape and environment.
- Will destroy rural separation of Begbroke from Woodstock.
- Will damage historic character and setting of Begbroke village.
- Green belt walks and views will be lost.
- Begbroke Lane is part of the National Cycle Network.
- Field acts as a security barrier around the immigration detention centre.
- There should be a green corridor along the Oxford Canal.
- Flooding problems
- Need to maintain separation between village and Langford Lane industrial area.

PR27: Land north of the Moors and East of Banbury Road, Kidlington

- Historic England advises that this site abuts the Church Street Conservation Area to the east and the Oxford Canal and the Hampton Gay, Shipton-on-Cherwell and Thrupp Conservation Areas to the west. The site also abuts the grade II listed Sparrowgap Bridge over the Oxford

Canal. Any development of this site should have regard to the setting of the conservation areas, with reference to the conservation area character appraisals and the setting of the bridge.

- Environment Agency advises that flood zones two and three may adjoin most of the northern boundary of the site.
- Natural England advise that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure. Priority habitats are located in close proximity to the north in the floodplain of the Cherwell, including floodplain grazing marsh. Indirect impacts will need to be considered as well as the potential to deliver the aims of the Lower Cherwell Conservation Target Area (CTA) through provision of a net gain in biodiversity.
- Kidlington PC states that this site is a continuous open farmed landscape between the village and the River Cherwell. It preserves part of the visible rural setting of Kidlington, a green approach to the City and a substantial recreation asset for Kidlington and the local area. They consider that any new development on this site would channel additional traffic through the village centre. Development should not extend into this very important open land, which is of exceptional beauty and frequently used as recreation land by local residents.
- The Canal & River Trust offer no comments on the acceptability or otherwise of these possible sites but would like to raise concerns that if too many of these sites are chosen then the rural character of this section of the Oxford Canal will change as the area becomes more urban. Careful consideration must therefore be given to the waterside treatment at any of the sites and request that further consideration and consultation takes place with the Trust as a key stakeholder.
- Cllrs Neil Prestige & Cllr Maurice Billington objects to any development on this site and considers that this site is inappropriate for development; therefore should be removed from the consultation process. This site to the north of Kidlington with no development on it. It is also an area that is hugely important to local wildlife and residents. The loss of this area would be detrimental to the area.
- Oxford City Lib Dem Group considers that this site has good potential for making better use of the historic setting of the Parish Church which is currently detached from rest of village.
- BBOWT advise that this site adjoins Langford Meadows LWS and the Lower Cherwell CTA. Are concerned about direct impacts and indirect impacts (eg recreational impacts) that might compromise the ecological interest of this site. This is particularly the case in light of potential cumulative effects in the area and more specifically PR14. It should also be noted that some areas to the west of the development site are considered to meet LWS criteria and are proposed to be designated as LWS in the future.
- The promoters of Site PR14 state that they are not promoting this site, but believe they control the access to it.
- The site promoters propose that this could form a sustainable development in association with Site PR14.
- There have been a very small number of representations in support of this site.

There have been a very substantial number of objections to the allocation of this site. The main points raised include:

- Many allotment holders were moved to this site when the site on the other side of the railway tracks was allocated for the building of the new care facility in 2015.
- Loss of green belt
- The Moors is already congested. On road parking restricts access by emergency vehicles.
- Area of beauty enjoyed by walkers with views of open countryside and the village conservation area.
- Important area of biodiversity.
- Would destroy ancient ridge and furrow, wildlife and flora.
- Important site for birds.
- Site is a haven for wildlife, many of which are protected.
- Recreational land beneficial for health.
- Area crossed by footpaths.
- Adverse effects on Lower Cherwell Valley CTA.
- Would destroy historic landscape.
- Abuts Church Street Conservation Area.
- Spire of St Mary's Church is a local landmark visible from the surrounding landscape.
- Impact on setting of listed buildings.
- Area prone to flooding. Increased flood risk.
- History of flooding problems in The Moors.
- Foul water drainage already a problem in the area.
- Needs to be preserved.
- Building here would be act of vandalism.
- Kidlington is a village and thriving community with its own identity.
- Increase in noise and air pollution.
- Should be preserved as countryside.
- No scope for extra schools and health services which are already stretched.
- According to Conservative manifesto green belt should not be used.

PR32: Land adjoining 26 and 33 Webb's Way, Kidlington

- Historic England advises that this site is within the Church Street Conservation Area. The Conservation Area Character Appraisal is not entirely clear about the contribution of these fields to the special interest, character or appearance of the Conservation Area, but it is presumed that they are considered to provide an attractive setting to the village, and the Appraisal does identify a positive vista across the land towards the village. It would seem likely therefore that the loss of its openness would be detrimental to that interest, character and appearance, and therefore consider that this site should not be taken forward.
- Environment Agency state that flood zones 2 and 3 are on north and east of site.
- Kidlington PC states that this site forms a continuous open farmed landscape between the village and the River Cherwell. It preserves part of the visible rural setting of Kidlington, a green approach to the City and a substantial recreation asset for Kidlington and the local area. Any new development on this site would channel additional traffic through the village centre. Development should not extend into this very important open land, which is of exceptional beauty and frequently used as recreation land by local residents.
- Cllrs Neil Prestige & Cllr Maurice Billington objects to any development on this site. It is inappropriate for development; therefore should be removed from the consultation process.

This site lies to the north of Kidlington with no development on it. It is also an area that is hugely important to local wildlife and residents. The loss of this area would be detrimental to the area.

- Oxford City Lib Dem Group considers that this site has good potential for making better use of the historic setting of the Parish Church which is currently detached from rest of village.
- Site promoters state that this site is located in a sustainable location with good access to services and facilities with excellent foot and cycle connections.

There were a large number of objections to this site. Comments include:

- Important area of biodiversity.
- One of the nicest, unspoilt parts of Kidlington with wonderful views.
- Safe, popular walking area with views of historic buildings.
- Forms part of the Church Fields Character Area as defined in the Conservation Area Appraisal.
- Would destroy ancient ridge and furrow, wildlife and flora.
- Important site for birds.
- Site is a haven for wildlife, many of which are protected.
- Recreational land beneficial for health.
- Area crossed by footpaths.
- Adverse effects on Lower Cherwell Valley CTA.
- Would destroy historic landscape.
- Within Church Street Conservation Area.
- Spire of St Mary's Church is a local landmark visible from the surrounding landscape.
- Impact on setting of listed buildings.
- Area prone to flooding. Increased flood risk.
- Site becomes waterlogged in winter.
- Foul water drainage already a problem in the area.
- Needs to be preserved.
- Building here would be act of vandalism.
- Kidlington is a village and thriving community with its own identity.
- Increase in noise and air pollution.
- Should be preserved as countryside.
- Access through Mill Street is a problem.
- No scope for extra schools and health services which are already stretched.
- According to Conservative manifesto green belt should not be used.

PR34: South of Sandy Lane, Begbroke

- Yarnton PC state that the site is wholly in the Green Belt. ESD14 safeguards the countryside from encroachment. The site is isolated, poorly served by a narrow Class C road. Adjacent to a well-used railway line, and potentially development will affect the setting of the Oxford Canal Conservation Area.
- Begbroke PC considers the development of this site is in complete contravention to council policies. Category 2 villages have fewer services and/or are remote with limited public transport and limited potential for development.

- Environment Agency advise that flood zone 2 and 3 is on north and east of site. A culverted main river at eastern boundary.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is great potential for a development -related SwiftRail or tram-train dimension to be added to the local network.

Objections to this site include:

- If site developed then Kidlington, Begbroke and Yarnton would become one settlement.
- This site is isolated and there are issues with the Oxford-Birmingham railway.
- Exceptional circumstances not demonstrated.
- Loss of green belt unacceptable.
- Priority should be given to brownfield sites.
- Difficult to access
- Loss of agricultural land.
- Need to protect the countryside. Countryside views will be lost.
- Would damage amenity value of Oxford Canal.
- Local road network already congested.
- Loss of valuable wildlife habitats.
- Lack of bus services and good cycle routes to Oxford.
- Site on the edge of sewage works which may need to expand.

PR38: North Oxford Triangle, Kidlington

- Gosford and Water Eaton PC state that this site scores 'HIGH' in the GB study. Note the substantial representation from Oxford City Council which promotes major development around Oxford Parkway station. Whilst can see benefits from locating close to the station there is clearly a risk that this area would encourage London commuters, driving up house prices and would not help in solving Oxford's housing needs. Also: the eastern fringes of this area is within flood zones 2 and 3; there are listed buildings at Frideswide Farm and Water Eaton; The golf club is an important leisure facility which is protected as Green Space within the adopted Local Plan; Considerable archaeological importance including the site of Cutteslowe Deserted Medieval village.
- Historic England advise that there is a grade II* listed St Frideswide Farmhouse located just outside the site. Any development of this site should have regard to the setting of the Farmhouse.
- Environment Agency advises that there is a small area of flood zone 3 near Cutteslowe Park. Possible watercourse at north of golf course.
- Natural England advises that an area of traditional orchard priority habitat lies immediately to the east.

- Kidlington PC state that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Site promoters state that much of the site is owned by Christ Church College which will help to ensure a comprehensive approach to development.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues
- Friends of Cutteslowe & Sunnymead Park consider that they would require the provision of additional park leisure facilities and should not rely on Cutteslowe Park.
- Wolvercote Neighbourhood Forum strongly objects to this site.
- The Harbord Road Area Resident Association considers that this site is not suitable for reasons of traffic congestion on the roads and around the area particularly at peak hours. There are other large developments which will have additional impact on congestion. GB land, which should be protected. Development would lead to Kidlington merging with Oxford. There are areas of rich wildlife and biodiversity, which is widely enjoyed by local communities. Lack of education and health infrastructure. These sites border Cutteslowe Park, which is Oxford's largest park heavily used by local and more remote communities. Building up to the Park would be extremely detrimental to its setting which is currently in wide open countryside. Cutteslowe Park is at capacity at peak times and is inadequate for even the current numbers of visitors which will increase when the new splash pool opens.
- Oxford Lib Dem Group considers that Oxford and Kidlington must maintain a substantial green barrier between the two settlements, and must not allow housing adjacent to busy roads, for reasons of noise, air pollution etc.

There were a very small number of representations in support of this site. One comment was that it was the least damaging on Kidlington.

There were a large number of representations objecting to this allocation. Comments include:

- Loss of green belt.
- Would effectively remove green belt between Oxford and Kidlington creating an urban extension of Oxford.
- Priority should be given to brownfield sites before green belt.
- Where will the golf course go?
- Impact on local road network. Existing network already congested.
- Challenging transportation and infrastructure constraints in this area of Oxford.
- Would destroy walks and views enjoyed by locals and visitors to Cutteslowe Park.
- The land to the north of Cutteslowe Park should be retained either as farmland or an extension to the park.
- Home to a wide range of wildlife.
- Natural habitats will be destroyed.
- Loss of protected species and habitats.

- Damage to landscape setting of Water Eaton Manor.
- Need to consider Southfield golf course for development.
- Proximity to Oxford Parkway will attract London commuters.
- Pressure on schools and healthcare.
- Flooding and drainage problems.
- Air quality
- Loss of sports and leisure facilities.

PR39: Frieze Farm, Woodstock Road, Kidlington

- Gosford and Water Eaton PC states that this site performs 'HIGH' against two of the four GB purposes in the GB study and again is important in preventing urban sprawl and merging of Kidlington and Oxford. The site is adjacent to the Oxford Canal which is a very important recreational corridor and designated Conservation Area within the District. The corridor is protected through Policy ESD16 of the adopted Local Plan. Development in this area has the potential for adverse effects on the canal.
- Kidlington PC considers that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Historic England advises that this site includes the grade II listed Frieze Farmhouse. Any development of this site should retain the Farmhouse and have regard to its setting.
- Environment Agency advises there is a small area of flood zone 3 at the western boundary near the canal.
- Natural England advises that an area of floodplain grazing marsh priority habitat is adjacent to the site to the west, and Stratfield Brake deciduous woodland to the north. Indirect impacts will need to be considered as well as the potential to deliver the aims of the Lower Cherwell CTA through provision of a net gain in biodiversity.
- BBOWT states that this site adjoins a LWS (Meadows West of Oxford Canal) as well as the Lower Cherwell CTA. Concerned about direct and indirect impacts as well as cumulative effects of nearby proposed developments on this site.
- Wolvercote Neighbourhood Forum considers that if this site is developed, it would cause loss of farmland. It is surrounded by major roads on all sides and safe access for pedestrians and cyclists to schools, shops etc. is only available to the north. It favours car use.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- Oxford Lib Dem Group state that Oxford and Kidlington must maintain a substantial green barrier between the two settlements, and must not allow housing adjacent to busy roads, for reasons of noise, air pollution etc. Plans showing Northern Gateway as undeveloped are misleading.
- The promoters of this site have provided detailed comments in support of its allocation.

A very small number of representations have been received in support of the allocation of this site.

There have been a large number of objections. Comments include:

- Loss of green belt.
- Impact on already overloaded road network.
- Proximity to Oxford Parkway means site will attract London commuters.
- Separated from any existing community and services.
- Poor environment for residential development due to unsatisfactory noise and air pollution from A34 and A44.
- Will damage amenity value of Oxford Canal.
- Adjacent to Stratfield Brake Nature Area.
- Encroaches on a large area of the 'Kidlington Gap'.
- Need to protect countryside.
- Loss of wildlife habitat.
- Flooding and drainage problems.
- Would be urban sprawl.
- Would lead to coalescence of settlements.

PR41: Land at Drinkwater, Kidlington

- Gosford and Water Eaton PC states that this site performs 'HIGH' against two of the four GB purposes in the GB study and again is important in preventing urban sprawl and merging of Kidlington and Oxford. The site is adjacent to the Oxford Canal which is a very important recreational corridor and designated Conservation Area within the District. The corridor is protected through Policy ESD16 of the adopted Local Plan. Development in this area has the potential for adverse effects on the canal.
- Kidlington PC states that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Historic England advises that this site includes the grade II listed Oxford Canal Tilting Bridge and is partly within the Oxford Canal Conservation Area. The majority of the western boundary of the site abuts the Conservation Area. Any development of this site should retain the Tilting Bridge and Canal and have regard to the setting of both, with reference to the conservation area character appraisal.
- Environment Agency advises that there is a small area of Flood zone 3 at the western boundary near the canal. A watercourse crosses southern part of site.
- Natural England has concerns that development here could have potential indirect impacts on the Oxford Meadows SAC (and its component SSSIs), through alterations in the hydrological regime of the site, air pollution impacts, or increases in recreational pressure. This will need to be assessed through screening for likely significant effects in accordance with the Conservation of Habitats and Species Regulations 2010. Potential indirect impacts on Hook Meadows and the Trap Grounds SSSI would also need to be assessed. An area of priority habitats including floodplain grazing marsh is adjacent to the site to the west; indirect impacts would need to be

considered as well as the potential to deliver the aims of the Lower Cherwell and Oxford Meadows to Farmoor CTAs through provision of a net gain in biodiversity.

- BBOWT advises that this site adjoins two LWSs (Dukes Lock Pond, Loop Farm Flood Meadows) and two CTAs (Lower Cherwell, Oxford Meadows and Farmoor). It also comes close to Oxford Meadows SAC. Concerned about direct, indirect and cumulative impacts on the SAC and LWSs. Impacts of development on this site will need to be appropriately assessed in line with environmental legislation and LP policy ESD9.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- Wolvercote Neighbourhood Forum states that this site is surrounded by major roads to the south and west and the planned link road will cross it. There are limited public transport possibilities for access to Oxford so it favours car use and pedestrians and cyclists would have to cross major roads.

There were a very small number of representations in support of this allocation.

A large number of representations objected to this site. Comments include:

- Harm to rural character of Kidlington
- Pressure on services and facilities.
- Impact on Oxey Mead hay meadow, part of the SAC, and New Marston Meadows SSSI.
- Loss of green belt.
- Impact on already overloaded road network.
- Proximity to Oxford Parkway means site will attract London commuters.
- Separated from any existing community and services.
- Poor environment for residential development due to unsatisfactory noise and air pollution from A34 and A44.
- Will damage amenity value of Oxford Canal.
- Adjacent to Stratfield Brake Nature Area.
- Encroaches on a large area of the 'Kidlington Gap'.
- Need to protect countryside.
- Loss of wildlife habitat.
- Flooding and drainage problems.
- Would be urban sprawl.
- Would lead to coalescence of settlements.
- Existing infrastructure inadequate.

PR48: Land south of Solid State Logic Headquarters, Begbroke

- Begbroke PC considers the development of this site is in complete contravention to council policies. Category 2 villages have fewer services and/or are remote with limited public transport and limited potential for development.
- The Environment Agency advises that there is no flooding on site, but access appears to be via Flood zone 3 on A44 at roundabout.
- Natural England advises that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.

- GVA on behalf of Oxford Aviation Services Ltd advise that this site falls within the Safeguarding Area. The operator of London Oxford Airport has confirmed that the erection of any buildings on this site would be unacceptable as this would conflict with aircraft approach to the runway (safety grounds).
- Site promoter states that there are no environmental constraints to the development of this site.
- One representation was received in support of this site.

A number of representations were received objecting to the allocation of this site. Comments included:

- Loss of Green belt.
- Impact on local road network.
- Loss of wildlife habitat.
- Adverse impacts on Begbroke Conservation Area.
- Traffic and pedestrian highway safety concerns.
- Will lead to coalescence of settlements and loss of identity.
- Need to preserve the countryside.
- Would be urban sprawl.
- Existing infrastructure and services inadequate.
- Loss of landscape and rural views.
- Would harm historic setting and character of Begbroke village.
- Would merge Begbroke and Yarnton.
- Flooding and drainage problems.
- Air, noise and light pollution.

PR49: Land at Stratfield Farm, Oxford Road, Kidlington

- Historic England advises that this site includes the grade II listed Stratfield Farmhouse and abuts the Oxford Canal Conservation Area to the west. This is one of a number of proposed sites containing or near to isolated listed farmsteads, which would be surrounded by development if these sites were allocated, which in turn is likely to have a major impact on their significance. Their historical interest is often bound up in the relationship with the land from them and their aesthetic value is often enhanced by an isolated rural setting. Suggest that an analysis of the impact of development on the significance of the farmstead is undertaken. Any development of this site should retain the Farmhouse and have regard to its setting and that of the Conservation Area, with reference to the conservation area character appraisal.
- Environment Agency advises that the Canal adjoins the west of the site. A watercourse crosses the western part of the site.
- Natural England states that their data indicates that the site includes areas of traditional orchard priority habitat.
- Kidlington PC objects to the development of this site. Consider this area will be unacceptably narrow. It is the important gap between Kidlington and the City. This site is adjacent to Stratfield Brake facility, and has been considered as a potential site for much needed additional recreational land and open space to serve the village.

- Cllrs Neil Prestige & Cllr Maurice Billington state that this site is adjacent to Stratfield Brake sports ground. Would like to see any development on this site to be a mixture of recreation and housing so that the range of sports at Stratfield Brake can be expanded. The council also need to take into consideration the nature reserve at Stratfield Brake.

Several representations were received in support of this site. Comments include:

- Forms a natural extension to Kidlington.
- Stratfield Farm would be good for a maximum of 300 houses provided there is access from the south end of Garden City and not Kidlington roundabout.
- Add land west of drain to Stratfield Brake wildlife conservation area. At least a 5m buffer should be allowed on both sides of the canal.

A significant number of representations were received objecting to this site. Comments include:

- Loss of green belt.
- Would result in coalescence of settlements.
- Would lead to urban sprawl.
- Drainage and flooding problems.
- The roundabout at Sainsburys and the roads south will be totally gridlocked.
- Existing road network already congested.
- Infrastructure, including schools and doctors already overstretched.
- Loss of landscape and rural views.
- Impact on nature conservation and biodiversity.
- Adjacent to Stratfield Brake Nature Area.
- Loss of Stratfield Farm historic setting.
- Crime concerns.
- Stratfield brake playing field is often wet and boggy. Development would make this worse.
- Located in Kidlington Gap.
- Houses would be for London commuters due to proximity of Oxford Parkway Station.

PR50: Land North of Oxford, Kidlington

- Gosford and Water Eaton PC state that this site scores 'HIGH' in the GB study. Note the substantial representation from Oxford City Council which promotes major development around Oxford Parkway station. Whilst can see benefits from locating close to the station there is clearly a risk that this area would encourage London commuters, driving up house prices and would not help in solving Oxford's housing needs. Also: the eastern fringes of this area is within flood zones 2 and 3; there are listed buildings at Frideswide Farm and Water Eaton; The golf club is an important leisure facility which is protected as Green Space within the adopted Local Plan; Considerable archaeological importance including the site of Cutteslowe Deserted Medieval village.
- Environment Agency advises that there are approximately 31ha of flood zone 2 and 3 along eastern side of site. A watercourse forms the eastern boundary.
- Historic England advises that this site includes the grade II* listed St Frideswide Farmhouse and the grade II listed wall to the north-east of the Farmhouse. A site visit is needed to fully understand the context and setting of the building but consider that major development on

the eastern part of this site is likely to entail a high level of harm to the significance of the building. Therefore consider that this site should not be taken forward.

- Natural England states that their data indicates that the site includes areas of traditional orchard priority habitat.
- Kidlington PC state that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Site promoters state that much of the site is owned by Christ Church College which will help to ensure a comprehensive approach to development.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues
- Friends of Cutteslowe & Sunnymead Park consider that they would require the provision of additional park leisure facilities and should not rely on Cutteslowe Park.
- Wolvercote Neighbourhood Forum strongly objects to this site.
- The Harbord Road Area Resident Association considers that this site is not suitable for reasons of traffic congestion on the roads and around the area particularly at peak hours. There are other large developments which will have additional impact on congestion. GB land, which should be protected. Development would lead to Kidlington merging with Oxford. There are areas of rich wildlife and biodiversity, which is widely enjoyed by local communities. Lack of education and health infrastructure. These sites border Cutteslowe Park, which is Oxford's largest park heavily used by local and more remote communities. Building up to the Park would be extremely detrimental to its setting which is currently in wide open countryside. Cutteslowe Park is at capacity at peak times and is inadequate for even the current numbers of visitors which will increase when the new splash pool opens.
- Oxford Lib Dem Group considers that any development at this site should be at the northern part of the identified site. However, this housing will be attractive to London commuters (already evidenced by anecdotal information from estate agents), which, while not a bad thing in itself, will of course do nothing to meet the housing need of either Oxford or CDC.

There were a very small number of representations in support of this site. One comment was that it was the least damaging on Kidlington.

There were a large number of representations objecting to this allocation. Comments include:

- Loss of green belt.
- Would effectively remove green belt between Oxford and Kidlington creating an urban extension of Oxford.
- Priority should be given to brownfield sites before green belt.
- Where will the golf course go?
- Impact on local road network. Existing network already congested.
- Challenging transportation and infrastructure constraints in this area of Oxford.
- Would destroy walks and views enjoyed by locals and visitors to Cutteslowe Park.

- The land to the north of Cutteslowe Park should be retained either as farmland or an extension to the park.
- Home to a wide range of wildlife.
- Natural habitats will be destroyed.
- Loss of protected species and habitats.
- Damage to landscape setting of Water Eaton Manor.
- Need to consider Southfield golf course for development.
- Proximity to Oxford Parkway will attract London commuters.
- Pressure on schools and healthcare.
- Flooding and drainage problems.
- Air quality
- Loss of sports and leisure facilities.

PR51: Land West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood, Yarnton

- Yarnton PC objects on policy grounds. LP Policy ESD14 prevents coalescence of settlements of Yarnton, Begbroke. Green Belt Policy ESD14: safeguarding the countryside from encroachment. Policy Villages 1 - Yarnton and Begbroke are Category A villages where only minor development, infilling or conversion is permitted. In addition, surface water run-off from this elevated site frequently causes significant flooding in Yarnton along Cassington Road and Rutten Lane, a problem which can only be made worse by additional hardstanding areas within any development.
- Begbroke PC considers the development of this site is in complete contravention to council policies. Category 2 villages have fewer services and/or are remote with limited public transport and limited potential for development.
- WODC consider that this site is in the open countryside to the west of Yarnton and would have significant landscape implication.
- GVA on behalf of Oxford Aviation Services Ltd consider that this site falls within the Safeguarding Area. The operator of LOA has confirmed that the erection of any buildings on this site would be unacceptable as this would conflict with aircraft approach to the runway (safety grounds).
- Historic England advises that this site includes the grade II listed Spring Hill and is within the setting of a number of listed buildings to the south-east. Any development of this site should retain Spring Hill and have regard to the setting of these listed buildings.
- Environment Agency states that there are no on site flood zones, but access appears to be via flood zone 3 on A44 at roundabout. Small watercourse on site.
- Natural England advises that the site allocation is sensitive from an ecological point of view, since it surrounds Begbroke Wood, an ancient woodland and a LWS and Worton Heath (also supporting ancient woodland and associated priority habitats), lies adjacent to the north west. Has produced standing advice in relation to ancient woodland. Impacts on these sites, including severance of ecological connectivity should be avoided.
- BBOWT advises that this site adjoins two LWSs, which are also designated Ancient Woodlands (Bladen Heath and Begbroke Wood). Development is proposed on all sides of Begbroke Wood resulting in this becoming isolated. This will compromise the ecological interest and survival of this woodland in the long term and as such development resulting in

impacts and isolation of these sites should be resisted. Should development take place expect that a minimum buffer of 50m is provided between the development and the LWS/AW and that no development to take place West of Begbroke Wood to ensure retained connectivity with Bladen Heath in the long-term.

- The site promoters consider the site is in a sustainable location. Initial phases of the development will be provided on a smaller area concentrated to the east of the site.

There were very few representations in support of this application.

There were a large number of objections to this site. Comments include:

- Would aggravate flooding and drainage issues. With heavy rain surface water runs off the fields across Rutten Lane and down Cassington Road.
- Area of huge historical significance and footpaths offer stunning views over the surrounding countryside.
- Loss of green belt unacceptable.
- Schools and doctors are at capacity.
- Roads already congested.
- Highway and pedestrian safety concerns.
- Lack of good bus services to Oxford.
- What provision is there for cyclists?
- Spring Hill is an area of exceptional natural beauty, with ancient paths (Frogwelldown Lane, Dalton Lane and The Shakespeare Way) and is enjoyed by many.
- Site sits on hill and would be visually imposing.
- Serious impact on biodiversity and wildlife.
- Impact on Yarnton would be huge.
- Would merge Yarnton with Begbroke.
- Urban sprawl.
- Large site on the wrong side of A44 some distance from Kidlington, with no obvious defensible green belt boundaries.
- Very detrimental to the historic character and setting of Begbroke.
- Will create a ribbon like development along the A44.
- Loss of countryside and views.

PR74: Land at no. 40 and to the rear of 30-40 Woodstock Road East

- Begbroke PC understands this to be partly a brownfield site and consider that it has potential for development.
- Natural England advises that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is

great potential for a development -related SwiftRail or tram-train dimension to be added to the local network. In addition, they suggest making an initial release of parts of the site which are accessible to existing bus services on the A44.

There were a very small number of representations in support of this site.

There were a large number of objections to the site. Comments include:

- Loss of Green Belt.
- Roads already congested.
- Small, quiet, safe community of Begbroke will be lost.
- What provision made for cyclists?
- Highway and pedestrian safety concerns.
- Access to site difficult.
- Begbroke school oversubscribed. Doctors at capacity.
- Haven for wildlife with many species of birds and animals.
- Loss of landscape and rural views.
- Would lead to coalescence of settlements.
- Flooding and drainage problems.
- Important to maintain separation between Begbroke and Langford Lane Industrial area.
- Cause devastation to the character and historic setting of Begbroke.
- Problems with air quality, noise and light pollution.
- Loss of agricultural land.

PR75: Land adjacent to The Old School House, Church Lane, Yarnton

- Yarnton PC objects to development of this site for policy reasons. Site lies wholly within Oxford Green Belt. Policy ESD14 seeks to prevent urban sprawl and safeguard countryside from encroachment. Policy Villages 1 categorises Yarnton as a Category A Village, where minor development, infilling and conversion is permitted. In addition, access to this site would be poorly served by the single track Church Lane, leading on to the traffic-calmed Cassington Road.
- Historic England advises that this site abuts the grade II registered Yarnton Manor historic park and garden to the south. Any development of this site should have regard to the setting of the park.

A very small number of representations supported this site.

A number of representations raised objections to this site. Comments include:

- Impact on local road network.
- Loss of green belt.
- Local road network not capable of accommodating significant additional traffic.
- Site not well related to established settlement pattern.
- Need to protect setting of listed Yarnton Manor and its historic gardens and other listed buildings.
- Need to protect historic part of village.
- Access problems.

- Urban sprawl
- Loss of landscape and rural views.
- Yarnton is not a suitable location for large development sites.
- Damage to wildlife and biodiversity.
- Loss of countryside.
- Detrimental effect on local infrastructure, schools and doctors.
- Loss of countryside views and green space.
- Development would severely prejudice the operation of the adjacent educational campus.
- Flooding and drainage problems.

PR91: Land South of Station Farm Industrial Park, Kidlington.

- BBOWT advises that this site is located completely within the CTA Lower Cherwell and adjoins Rushy Meadows SSSI raising concerns about direct and indirect impacts on the SSSI. Expect that any development in this area to retain a minimum buffer of 50m to the SSSI boundary. Considering the overall quantum of development in the area particularly concerned about cumulative impacts on the SSSI, which might compromise the condition and ecological interest of the site in the long term. In addition, would expect development to provide enhancements eg in form of providing appropriate management and measures that are in line with the CTA aims and objectives.
- Historic England advise that this site abuts the Oxford Canal Conservation Area and the grade II listed Roundham Lock to the west. Any development of this site should have regard to the setting of these assets, with reference to the conservation area character appraisal.
- Environment Agency advises that the canal adjoins western boundary of the site.
- Natural England has concerns about the potential impact of development at this location on Rushy Meadows SSSI which lies immediately adjacent, to the west of the canal. Assessment of potential impacts on hydrology of the meadows, as well as potential increased recreational pressure or air pollution would need to be assessed.

There were a very small number of representations in support of this application. Comments included:

- Forms natural extension to Kidlington.
- Has no historic or environmental value.

There were a number of objections to this site. Comments include:

- Difficult to access.
- Loss of green belt.
- Site is very wet. Would be better used for recreation with improved access to the canal.
- Close to SSSI.
- Boggy swamp area haven for wildlife.
- Would increase traffic congestion.
- Urban sprawl.
- Inadequate infrastructure.
- Loss of landscape and rural views.
- Loss of countryside.

- Best used as a green buffer for supporting Rushy Meadows SSSI.
- Adverse impact on the canal.
- Coalescence of Kidlington and Begbroke.
- Better used for commercial development.

PR92: Knightsbridge Farm, Yarnton

- Yarnton PC state that the site lies wholly within the Oxford Green Belt, although part of it is considered to be brownfield. ESD14 seeks to encourage the recycling of derelict and other urban land. However, access to the A44 from this site is totally inadequate, highly dangerous, and the danger can only be exacerbated if further development were to be allowed.
- Environment Agency advises that a main river forms south eastern boundary of site.
- The promoters of the site state that it is well related to Yarnton. There is an existing access to the site from A44. Site is not within a conservation area nor does it contain any listed buildings. There are no environmental or landscape policy designations constraining the site. The site can be developed in isolation or could be considered as a wider strategic allocation at Yarnton. The site is of sufficient size to make a meaningful contribution to Oxford's unmet housing need as well as providing the necessary local facilities and infrastructure.

There were a number of objections to this site. Comments include:

- Loss of green belt.
- Impact on wildlife habitats.
- Flooding concerns.
- Site used for recycling/production of building materials.
- Increase in traffic congestion.
- Urban sprawl.
- Inadequate infrastructure.
- Loss of landscape and rural views.
- Loss of countryside.
- Coalescence of settlements.

PR118: London-Oxford Airport

- WODC states that this site adjoins its boundary. It would appear to compromise London Oxford Airport. This is an important piece of strategic transport and economic development infrastructure for Oxfordshire.
- Natural England advises that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- GVA on behalf of Oxford Aviation Services Ltd have provided a statement that sets out the planning proposition for the London Oxford Airport site and the economic case for the proposal.

A very small number of representations were received in support of this site.

A number of objections were received to this site. Comments include:

- Loss of green belt.
- Impact on local traffic.
- Airport is a vital strategic asset.
- Noise pollution due to proximity to airport.
- Loss of wildlife habitats.
- Highway and pedestrian safety concerns.
- Coalescence of settlements.
- Better to allow runway extension across the Straight Mile than close and redevelop airport site.
- Better used as industrial and science parks.
- Good location for park and ride.
- Existing infrastructure inadequate.
- Urban sprawl.
- Would cut off wildlife corridor.
- Flooding and drainage problems.

PR122: Land to South of A34, adjacent to Woodstock Road, Wolvercote, Kidlington.

- Environment Agency advises that there is a small watercourse at south of site.
- Oxford Preservation Trust states that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- Kidlington PC states that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Wolvercote Neighbourhood Forum states that this site considered separately and as part of site PR38 is unsuitable for housing. It is badly located bounded by the railway and the A34. Noise and air quality would be seriously damaging for residents. The problems of isolation and access are similar to those of PR123.
- Oxford Lib Dem Group states that Oxford and Kidlington must maintain a substantial green barrier between the two settlements, and must now allow housing adjacent to busy roads, for reasons of noise, air pollution etc. Plans showing Northern Gateway as undeveloped are misleading.

A number of representations object to this site. Comments include:

- Loss of green belt.
- Site will attract London commuters due to proximity of Oxford Parkway station.
- Flooding and drainage issues.
- Impact on local infrastructure.
- Increased traffic congestion.
- Loss of countryside.
- Noise and pollution from adjacent railway line.

- Urban sprawl.
- Loss of open space between Oxford and Kidlington.
- Loss of wildlife habitats.

PR123: Land to South of A34, North of Linkside Avenue, Wolvercote, Kidlington

- Gosford and Water Eaton PC state that this site scores 'HIGH' in the GB study. Note the substantial representation from Oxford City Council which promotes major development around Oxford Parkway station. Whilst can see benefits from locating close to the station there is clearly a risk that this area would encourage London commuters, driving up house prices and would not help in solving Oxford's housing needs. The golf club is an important leisure facility which is protected as Green Space within the adopted Local Plan.
- Oxford Preservation Trust states that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- Wolvercote Neighbourhood Forum disagree with the ++rating for SA6 and SA16. Consider that the site is not suitable for employment because access is only possible through narrow residential streets. Disagree with the rating under SA10 because there is no easy access except by car. The golf course is already small and developing this site would reduce it and make it unviable. It would also remove a valuable recreational facility and, just as important, an area that makes a contribution to biodiversity and provides a wild life corridor.

A very small number of representations were in support of this site.

A number of representations object to this site. Comments include:

- Site will attract London commuters due to proximity of Oxford Parkway station.
- Flooding and drainage issues.
- Loss of green belt.
- Crucial part of 'green lung' providing recreation facilities.
- Loss of natural habitats.
- Remote site.
- Viability of golf course compromised.
- Pressures on services and facilities.
- Increased traffic congestion.
- Loss of countryside.
- Noise pollution.
- Urban sprawl.
- Priority should be given to sites outside green belt and brownfield sites.
- Will lead to coalescence of settlements.

PR124: Land to West of A44, North of A40, Wolvercote, Kidlington.

- Gosford and Water Eaton PC states that this site performs 'HIGH' against two of the four GB purposes in the GB study and again is important in preventing urban sprawl and merging of Kidlington and Oxford. The site is adjacent to the Oxford Canal which is a very important recreational corridor and designated Conservation Area within the District. The corridor is

protected through Policy ESD16 of the adopted Local Plan. Development in this area has the potential for adverse effects on the canal.

- Kidlington PC considers that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Environment Agency advises that there is a watercourse on the southern and western (canal) boundaries.
- Historic England advises that this site abuts the Oxford Canal Conservation Area to the west. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Natural England has concerns that development here could have potential indirect impacts on the Oxford Meadows SAC (and its component SSSIs), through alterations in the hydrological regime of the site, air pollution impacts, or increases in recreational pressure. This will need to be assessed through screening for likely significant effects in accordance with the Conservation of Habitats and Species Regulations 2010. Potential indirect impacts on Hook Meadows and the Trap Grounds SSSI would also need to be assessed. An area of priority habitats including floodplain grazing marsh is adjacent to the site to the west; indirect impacts would need to be considered as well as the potential to deliver the aims of the Lower Cherwell and Oxford Meadows to Farmoor CTAs through provision of a net gain in biodiversity.
- Wolvercote Neighbourhood Forum considers that this site is surrounded by major roads to the south and west and the planned link road will cross it. There are limited public transport possibilities for access to Oxford so it favours car use and pedestrians and cyclists would have to cross major roads.
- Oxford Preservation Trust states that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- The site promoters would welcome the identification of this site as an option for growth. It is located close to existing sustainable transport links. The link between the A44 and A40 in the Oxford Transport Strategy passes through this site. This site contributes little to the function of the GB and development would be naturally contained by the existing road and canal network that surrounds the site.

A very small number of representations were received in support of this site.

A number of representations were received objecting to this site. Comments include:

- Loss of green belt.
- Impact on local traffic. Increased congestion.
- Risk of flooding.
- Urban sprawl.
- Loss of open countryside.
- Loss of landscape and views.

- Inadequate infrastructure.
- Site separated from existing community and services. Constrained by highways.
- A poor environment for residential development due to noise and air pollution.
- Pressure on services and facilities.
- Impact on the canal.
- Coalescence of settlements.
- Loss of natural habitats.

PR125: Land at Gosford Farm, Gosford, Kidlington

- Gosford and Water Eaton PC state that as well as being in the GB, most of this site is shown as being in Flood Zone 3 and should not be considered further on this basis. Development within this and surrounding areas has the potential to increase flooding risks for existing properties in Cherwell and downstream in Oxford.
- Kidlington PC objects to development in this area, due to loss of a part of the setting of the village and erosion of the Green Belt.
- Cllrs Neil Prestige & Cllr Maurice Billington objects to development on this site and considers that this site should be removed from the consultation process entirely because this site is in the Green Belt with no development on it at all. It offers a natural gap between Oxford and Gosford and Water Eaton, this is vital so that the village does not get swallowed up by Oxford.
- The Environment Agency advises that most of the site is within Flood zone 3(and 2).
- Wolvercote Neighbourhood Forum consider that this site has similar problems to sites 38 and 50 in that both are too close to major roads and would suffer from noise and air pollution, especially in spaces necessary for outdoor recreation.
- Oxford Lib Dem Group considers that this site would not create coalescence of Oxford and Kidlington.

Several representations have been received in support of this site. Comments include:

- Natural extension to Kidlington and Gosford.
- Least damaging impact on Kidlington.

A large number of representations have been received objecting to this site. Comments include:

- The site floods. It is in flood zone 3.
- Loss of green belt.
- Wildlife habitats and views lost.
- Noise and air pollution from A34.
- Will attract London commuters due to proximity to Oxford Parkway.
- New cemetery is based here.
- Drainage problems.
- Property will be devalued.
- Water Eaton and Gosford's character will be destroyed.
- Urban sprawl.
- Loss of walks.
- Coalescence of villages with Oxford.

- Lack of infrastructure.
- Traffic congestion.
- Loss of open countryside and agricultural land.
- Site has ancient hedgerows.
- Extensive changes will be required to Bicester Road.
- Existing public transport inadequate.
- Located in Kidlington Gap.

PR126: Seedlake Piggeries, Yarnton

- Kidlington PC objects to development in this area, due to loss of any part of the setting of the village and erosion of the Green Belt.
- Environment Agency advises that there is a watercourse on southern and western (canal) boundaries.
- Yarnton PC objects to development of this site on policy grounds. Site is wholly in the Green Belt, Policy ESD14 seeks to safeguard the countryside from development and prevent urban sprawl. Policy Villages 1 identifies Yarnton as a Category A Village, where only minor development, infilling and conversions are permitted. In addition, access to and from the dual carriageway A44 is restrictive and near impossible at this location. The site includes an important water course that flows into Yarnton village, and overpaving natural soak-away will exacerbate flooding already occurring in southern sections of the village.
- Oxford Civic Society states that this site appears appropriate based on the SA and ITP assessments. Although in the GB, it is assessed as much less critical in terms of contribution to its objectives as other land in the GB. Oxford Canal provides opportunities for attractive landscape incorporation and recreation. In transport terms there is an opportunity for the re-construction of Kidlington Railway station (closed in 1960's) serving not only the new development, but the whole of Kidlington, on the Oxford - Banbury line. Believe there is great potential for a development -related SwiftRail or tram-train dimension to be added to the local network. In addition, they suggest making an initial release of parts of the site which are accessible to existing bus services on the A44.

There were a very small number of representations in support of this site.

There were a number of representations objecting to this site. Comments include:

- Impact on local road traffic.
- Loss of green belt.
- Loss of wildlife habitats.
- Urban sprawl.
- Loss of countryside.
- Loss of landscape and rural views.
- Flooding and drainage problems.
- Would destroy identities of Yarnton and Begbroke.
- Increased traffic congestion.
- Site includes an important water course that feeds in to Yarnton.
- Close to sewage works.
- Contradicts adopted local plan policies.

- Noise issues due to proximity to railway line.
- Isolated site.

PR167: Land adjacent to Oxford Parkway, Banbury Road, Kidlington

- Gosford and Water Eaton PC states that this site scores 'HIGH' in the GB study. Note the substantial representation from Oxford City Council which promotes major development around Oxford Parkway station. Whilst can see benefits from locating close to the station there is clearly a risk that this area would encourage London commuters, driving up house prices and would not help in solving Oxford's housing needs. Also: the eastern fringes of this area are within flood zones 2 and 3; there are listed buildings at Frideswide Farm and Water Eaton. Considerable archaeological importance including the site of Cutteslowe Deserted Medieval village.
- Kidlington PC Parish states that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Environment Agency advises that there is a watercourse at southern boundary.
- Wolvercote Neighbourhood Forum considers that free-market housing here would very likely be occupied predominantly by London commuters rather than those working in Oxford. Part of the site is close to the railway and the A34. If developed together with site PR50 it would just be part of urban sprawl.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues

There were a very few representations in support of this site.

There were a large number of representations objecting to this site. Comments include:

- Impact on local road network.
- Loss of green belt.
- Will attract London commuters due to proximity to Oxford Parkway.
- Coalescence of settlements.
- Loss of rural character of Kidlington and Gosford.
- Includes the car park for Oxford Parkway.
- Priority should be given to non-green belt and brownfield land.
- Flooding and drainage problems
- Traffic congestion.
- Loss of countryside and landscape.
- Located in the Kidlington Gap.
- Urban sprawl.
- Loss of wildlife habitats.

PR168: Loop Farm, Wolvercote, Kidlington

- Gosford and Water Eaton PC states that this site performs 'HIGH' against two of the four GB purposes in the GB study and again is important in preventing urban sprawl and merging of Kidlington and Oxford. The site is adjacent to the Oxford Canal which is a very important recreational corridor and designated Conservation Area within the District. The corridor is protected through Policy ESD16 of the adopted Local Plan. Development in this area has the potential for adverse effects on the canal.
- Historic England advises that this site abuts the Oxford Canal Conservation Area to the east. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Environment Agency advises flood zone 3 at north of site. Canal forms eastern boundary, main river forms western boundary.
- Natural England has concerns that development here could have potential indirect impacts on the Oxford Meadows SAC (and its component SSSIs), through alterations in the hydrological regime of the site, air pollution impacts, or increases in recreational pressure. This would need to be assessed through screening for likely significant effects in accordance with the Conservation of Habitats and Species Regulations 2010. Data shows that a significant proportion of the site supports floodplain grazing marsh priority habitat within the Lower Cherwell CTA.
- Wolvercote Neighbourhood Forum consider that this is an isolated site with restricted access from A44 and not good for housing.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.

There were a number of representations objecting to this site. Comments include:

- Loss of green belt.
- Coalescence of settlements.
- Separated from existing communities and services.
- Site constrained by highways.
- Traffic congestion.
- Urban sprawl.
- Run off or contamination could go into Kingsbridge Brook which runs to Oxford Meadows SAC. The possible hydrological link between site PR168 and the SAC need to be assessed and valued for potential harm. Sites near to housing with ageing sewers always have nitrate contaminated groundwater.
- Loss of open countryside, landscape and views.
- Pressure on existing services and facilities.
- Poor residential environment due to noise and air pollution.
- Flooding and drainage problems.
- Loss of wildlife habitats.
- Harm to character of canal.

PR177: Loop Farm(2), Wolvercote, Kidlington

- Gosford and Water Eaton PC states that this site performs 'HIGH' against two of the four GB purposes in the GB study and again is important in preventing urban sprawl and merging of

Kidlington and Oxford. The site is adjacent to the Oxford Canal which is a very important recreational corridor and designated Conservation Area within the District. The corridor is protected through Policy ESD16 of the adopted Local Plan. Development in this area has the potential for adverse effects on the canal.

- Kidlington PC considers that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. They are concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Historic England advises that this site abuts the Oxford Canal Conservation Area to the east. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Environment Agency advises flood zone 3 at north of site, near where site adjoins A44. Canal forms western boundary.
- Natural England has concerns that development here could have potential indirect impacts on the Oxford Meadows SAC (and its component SSSIs), through alterations in the hydrological regime of the site, air pollution impacts, or increases in recreational pressure. This would need to be assessed through screening for likely significant effects in accordance with the Conservation of Habitats and Species Regulations 2010
- Wolvercote Neighbourhood Forum considers that a major road (A44) on the east side of the site would cause problems with sound and air pollution.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.
- The promoters of the site would welcome the identification of this site as an option for growth. It is located close to existing sustainable transport links. The link between the A44 and A40 in the Oxford Transport Strategy passes through this site. This site contributes little to the function of the GB and development would be naturally contained by the existing road and canal network that surrounds the site.

There were a very small number of representations in support of this site.

There were a number of representations objecting to this site. Comments include:

- Loss of green belt.
- Coalescence of settlements.
- Separated from existing communities and services.
- Site constrained by highways.
- Traffic congestion.
- Urban sprawl.
- Run off or contamination could go into Kingsbridge Brook which runs to Oxford Meadows SAC. The possible hydrological link between site PR168 and the SAC need to be assessed and valued for potential harm. Sites near to housing with ageing sewers always have nitrate contaminated groundwater.
- Loss of open countryside, landscape and views.

- Pressure on existing services and facilities.
- Poor residential environment due to noise and air pollution.
- Flooding and drainage problems.
- Loss of wildlife habitats.
- Harm to character of canal.
- Harm to rural character of Kidlington.
- Lack of infrastructure.
- Will damage the wildlife corridor of the canal.
- Potential impact on Oxe Mead hay meadow, part of the SAC and New Marston Meadows SSSI.
- Loss of countryside walks.
- Priority should be given to non-green belt sites and brownfield sites.

PR178: Land east of Kidlington and west of A34, Kidlington

- Gosford and Water Eaton PC note that this site has been promoted for circa 700 homes. This site is in the GB and forms an important role in preventing the merging of Kidlington/Gosford and Oxford. The site scores 'HIGH' in the GB study. Development in this area would significantly erode the Kidlington/Gosford gap.
- Kidlington PC considers that this area is separated from Kidlington by major transport corridors forming significant landscape barriers, the Oxford Parkway development and the open fields. As it lies south of the village major new development is less likely to increase adverse traffic impacts in the village and will not directly impact on the valued intimate green environs of the village. Concerned that new community and retail could compete with the viability of facilities in the village to the detriment of the improvements and investment identified as necessary in the recently approved Kidlington Masterplan (SPD)
- Environment Agency advises that there is a small area of flood zone 3 at the north of the site.
- Cllrs Neil Prestige & Cllr Maurice Billington objects to development on this site and considers that this site should be removed from the consultation process entirely because this site is in the Green Belt with no development on it at all. It offers a natural gap between Oxford and Gosford and Water Eaton, this is vital so that the village does not get swallowed up by Oxford.
- Oxford Lib Dem Group considers that this site would not create coalescence of Oxford and Kidlington.
- Wolvercote Neighbourhood Forum consider that this site has similar problems to sites PR38 and PR50 in that both are too close to major roads and would suffer from noise and air pollution, especially in spaces necessary for outdoor recreation.
- Oxford Preservation Trust considers that this site must be assessed against the criteria on the main purposes of the Green Belt, Oxford's setting and flooding issues.

A very small number of representations have been received in support of this site. Comments include:

- Site a natural extension to Kidlington.
- Least damaging impact on Kidlington.

A large number of representations were received objecting to this site. Comments include:

- Loss of green belt.
- Coalescence of settlements.
- Loss of walks.
- Loss of wildlife habitats.
- Flooding and drainage problems.
- Loss of Kidlington Gap.
- Will attract London commuters due to proximity of Oxford Parkway.
- Noise from A34.
- Will exacerbate existing traffic congestion.
- Inadequate public services.
- Lack of infrastructure.
- Loss of countryside and landscape.
- Urban sprawl.
- Would be sandwiched between two very busy roads, one being the A34. Concerns already over dangers of diesel fumes, increasing pollution.
- Would damage character of Kidlington, Gosford and Water Eaton.

PR194: Land off Langford Lane, Kidlington

- Environment Agency advises that a river adjoins southern part of eastern boundary.
- Natural England advises that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- GVA on behalf of Oxford Aviation Services Ltd consider that this site falls within the Safeguarding Area. The operator of LOA has confirmed that the erection of any buildings on this site would be unacceptable as this would conflict with aircraft approach to the runway (safety grounds).
- BBOWT advises that this site adjoins Langford Meadows LWS raising concerns about direct and indirect impacts on this site, which might compromise the ecological interest of this site. An appropriate buffer will need to be provided should the site be considered further.

Several representations have been received in support of this site.

A number of representations have been received objecting to this site. Comments include:

- Loss of green belt.
- Harm to landscape and countryside.
- Site is just west of a local wildlife site. Development would be detrimental.
- Impact on wildlife habitats.
- Flooding and drainage problems.
- Increased traffic congestion.
- Inadequate infrastructure.
- Existing services stretched.
- Loss of country walks.
- Urban sprawl.

- Damage to rural character of settlements.

PR195: Kidlington Depot, Langford Lane, Kidlington

- The Environment Agency advises that there are no obvious constraints. Site currently shown as business park/telecommunications depot and adjoins airport. Any potential for contamination.
- Natural England advises that the potential impact on Rushy Meadows SSSI will need to be assessed, including any impacts arising from changes in hydrology, increased air pollution or recreational pressure.
- GVA on behalf of Oxford Aviation Services Ltd consider that this site falls within the Safeguarding Area. The operator of LOA has confirmed that the erection of any buildings on this site would be unacceptable as this would conflict with aircraft approach to the runway (safety grounds).

There were a small number of representations in support of this site.

There were a number of representations objecting to this site. Comments include:

- Loss of green belt.
- Would be better used for commercial development.
- Increased traffic congestion.
- Loss of wildlife habitats.
- Inadequate infrastructure.
- Existing services and facilities stretched.
- Flooding and drainage problems.
- Harm to countryside and wider landscape.
- Urban sprawl.

Area of Search Option B

PR19: Shipton on Cherwell Quarry, Shipton on Cherwell

- BBOWT state that this site encompasses Shipton Quarry SSSI and Bunkers Hill Quarry LWS in their entirety as well as additional areas of farmland. Very concerned about the potential allocation of this site for development and the effects development will have on the interest of the SSSI and the LWS. The site is also located within the Lower Cherwell CTA. Allocation of this site should be resisted.
- Historic England advises that this site abuts the Oxford Canal Conservation Area to the south-east and the Hampton Gay, Shipton-on-Cherwell and Thrupp Conservation Area beyond. It is also within the setting of the grade II listed Shipton Lift Bridge and the grade II Bridge at Shipton Weir and close to Hampton Gay (listed and scheduled) and its church. A site visit needs to be made to investigate further the impact of development on the setting of all these historic assets as part of any further consideration of this site, with reference to the conservation area character appraisals.
- Natural England states that the site includes Shipton on Cherwell and Whitehill Quarries SSSI, which is designated for its geological interest. Negative impacts on the SSSI would need to be avoided. Shipton on Cherwell Quarry is also a LWS, designated primarily for its

assemblage of wetland birds as well as the priority habitat 'open mosaic habitats on previously developed land'. The site is in the Lower Cherwell Valley CTA.

Other comments received include:

- Road improvements needed.
- Would be an interesting development opportunity
- The site promoters state that this brownfield site provides an excellent opportunity for a mixed use 'garden village' development set within a unique landscape structure.
- There are biodiversity constraints to developing this site due to the rare wetland habitat and its margins. There are clean water pools, which are an incredibly rare resource in the nitrate polluted countryside of today.
- Unsustainable location and the scale of infrastructure required make this site unviable.

PR21: Land off Mill Lane/ Kidlington Road, Islip

- Noke PM state that this proposal would be inappropriate for a small village like Noke. It would put unnecessary burden on the infrastructure services and facilities in the village.
- Islip PC states that this site comprises existing agricultural land within the Green Belt. Developing this site would lead to a scale of development that would be excessive.

Other comments include:

- Road and rail needs widening.
- Site a natural extension to Islip.
- Statutory criteria for green belt protection must be adhered to.
- Object as a green field site. Brownfield sites are available.
- Loss of open countryside, impact on views, walks and wildlife habitats.
- Islip has a very poor transport infrastructure with no effective bus or rail service, narrow roads and ancient river bridge.
- Would put a huge strain on existing services and facilities in the village.
- Mill Lane is too narrow.
- Land prone to flooding.
- Impact on traffic flows and road safety.

PR22: Land North West of London-Oxford Airport nr Woodstock, Woodstock

- West Oxfordshire DC advises that this site adjoins its boundary. It is on the site of a recently refused planning application. It would have significant landscape and heritage implications.
- Historic England advise that this site contains the Blenheim Villa, a Roman villa and associated field system 200m north east of Little Cote scheduled monument. The development of this site would have an unacceptable impact on the monument and its setting and should not be taken forward. The Blenheim Palace World Heritage Site and Registered Historic Park and Garden is located to the south-west of this site. Any development of this site should have regard to the setting of the Park.
- Woodstock Town Council states that no assessment has been made of the cumulative impacts of development proposed in neighbouring authorities. Development would impact on the openness of the adjacent green belt. A previous application to develop the site was

refused and the Town Council are strongly of the view that nothing has changed. Support views of ICOMOS relating to impact on Blenheim Palace WHS. Site also has a Roman villa. Would destroy Town's unique character and tourism.

- Shipton on Cherwell and Thrupp PC state that the site is entirely inappropriate to meet Oxford's needs due to remote location in relation to City. Exiting local road network inadequate in its current form.
- BBOWT consider it important that the effects of the development are not assessed in isolation but are considered comprehensively in consultation with WODC.
- ICOMOS-UK is of the view that any development on this site would have a harmful impact on the setting of Blenheim WHS.
- Woodstock Action Group objects to the development of this site. The cumulative impacts of recently planned developments will double the population of the town. The existing infrastructure will be unable to cope. Development would be harmful to this ancient town and Blenheim Palace.

Other comments include:

- Remote location in relation to Oxford City.
- Local road network overloaded.
- Loss of landscape and countryside.
- Site lies outside the green belt.
- Excellent transport links to Oxford
- Loss of settlement character.
- The site promoters and landowners have provided detailed comments and justification to support this site.
- Fully support the need for more housing in Woodstock, 600-800 houses over the course of the plan period seems appropriate, and would prevent the decline of the town and ensure infrastructure needs are met. Essential that CDC and WODC co-ordinate their planning response whilst consulting with the residents of Woodstock.

PR25: Land east of Marlborough School, Woodstock

- Woodstock Town Council state that the site is poorly related to Woodstock both in terms of access and landscape. Fears that development of this site would inhibit any expansion plans of the school.
- West Oxfordshire DC considers that this site is on the edge of Woodstock and would form an extension to this town in West Oxfordshire. The cumulative implications in terms of landscape impact and infrastructure need to be fully considered, as West Oxfordshire is already proposing three urban extensions for this town.
- Shipton on Cherwell and Thrupp PC state that the site is entirely inappropriate to meet Oxford's needs due to remote location in relation to City. Exiting local road network inadequate in its current form.
- Woodstock Action Group objects due to its location on a sharp bend. There are highway safety issues in this locality.

Other comments include:

- North corner of Shipton Road needs widening
- Fully support the need for more housing in Woodstock, 600-800 houses over the course of the plan period seems appropriate, and would prevent the decline of the town and ensure infrastructure needs are met. Essential that CDC and WODC co-ordinate their planning response whilst consulting with the residents of Woodstock.
- Remote location in relation to Oxford City.
- Local road network overloaded.
- The site promoters and landowners have provided detailed comments and justification to support this site.

PR29: Land at Shipton on Cherwell, Shipton on Cherwell.

- Shipton on Cherwell and Thrupp PC state that the site is entirely inappropriate to meet Oxford's needs due to remote location in relation to City. Existing local road network inadequate in its current form.
- Natural England state that the site is adjacent to Shipton on Cherwell and Whitehill Quarries SSSI, which is designated for its geological interest. Negative impacts on the SSSI would need to be avoided.
- BBOWT advises that site adjoins the Shipton on Cherwell Quarry SSSI. It appears to be a disused railway line that acts as a good connector in this agricultural countryside. Concerned about potential impacts on the SSSI and the adverse impact on the wider ecological network if the site was developed. Development on this site should be resisted.
- The site promoters state that this brownfield site provides an excellent opportunity for a mixed use 'garden village' development set within a unique landscape structure.
- Environment Agency advises that part of the site is in flood zone. SSSI adjoins northern boundary of site.

Other comments include:

- Improvements on the road to A4260 needed.
- Development would result in urban sprawl and fail to preserve the countryside.

PR30: Oil Storage Depot, Bletchingdon Road, Islip

- The Battlefields Trust advises that this site is likely to lie on the 1645 Islip Bridge battlefield. Site has local and national significance. There is likely to be surviving battlefield archaeology on the site which should be investigated. Need to establish whether the development of the site outweighs the public benefit of preserving this battlefield heritage.
- Noke PM states that 50 dwellings would be inappropriate for the size of the village.
- Islip PC is in favour of developing this site for limited development of 50 houses with a 50 bed care home/sheltered housing scheme.

Other comments include:

- Some development on this site is supported by the village. But Section 106 money should be directly invested in local area.
- Limited development would support Islip's sustainability as a village.
- Brownfield site.

- Islip railway station needs parking.
- The site promoters have provided a detailed Land Quality Assessment together with a detailed Landscape and Visual Appraisal in support of this site. Would also commit to providing traffic calming measures and a new footbridge over the River Ray.
- A natural extension to Islip.
- Some 50 houses would have the support of the local community.
- Would ruin visual amenity and biodiversity.
- Development would result in loss of green belt, loss of open countryside, impact on wildlife and local road network.

PR55: Land off Bletchingdon Road, Islip

- The Battlefields Trust advises that this site is likely to lie on the 1645 Islip Bridge battlefield. Site has local and national significance. There is likely to be surviving battlefield archaeology on the site which should be investigated. Need to establish whether the development of the site outweighs the public benefit of preserving this battlefield heritage.
- Islip PC states that this site comprises agricultural land within the green belt. Developing this site would lead to a scale of development that would be excessive.
- Noke PM state that this proposal would be inappropriate for a small village like Noke. It would put unnecessary burden on the infrastructure services and facilities in the village.

Other comments include:

- Road and rail improvements needed.
- Unsuitable and would put more traffic on to Islip's already inadequate road network.
- Objection as this is a green field site when brownfield are available.
- Development would result in loss of green belt, loss of open countryside, impact on wildlife and local road network.
- Inappropriate to the village and would significantly extend its current boundaries.
- Adverse impacts for properties along Kidlington Road and Bletchingdon Road with loss of privacy and open aspect.
- Impact on traffic and road safety.

PR157: Upper Noke, Noke

- Historic England considers that, this site is within the setting of the Romano-Celtic temple North of Woodeaton scheduled monument to the south-west. Any development of this site should have regard to this setting.
- Noke PM considers that large development for a small village like Noke would be inappropriate. CDC's vision includes the need "to ensure that people have convenient, affordable and sustainable travel opportunities to the city". This site would be contrary to this vision with increased traffic and congestion, no public transport, lack of infrastructure and services. It is adjacent to a nationally renowned bird sanctuary. It is the last remaining unspoilt hills in the area with important views and well used by walkers and cyclists. The Parish feels that the exceptional circumstances to release this site from the Green Belt would be difficult for the reasons mentioned above.

Other comments include:

- Hilltop views would be ruined
- The site is not linked to the village and stands exposed and elevated on the busy B4027.
- What reassurance is there that these houses will not be for London or Birmingham commuters?
- Islip primary school is at capacity.
- The owner of part of the site has advised that she has not given her consent for this land to be promoted. She has requested that the land is removed. A plan showing the land in question has been provided.
- Noke is totally unsuitable as it's a small village and any significant number of additional houses would detrimentally alter the nature of this remote and historic village. Its infrastructure, services and amenities could not sustain any growth. It has no public transport.
- 100 homes would be highly detrimental to Noke.
- Noke Hill is one of the last remaining unspoilt hills in the area, enjoyed by many and a bird migration route. Otmoor RSPB reserve is 1km away.
- Green Belt will be lost.
- Will exacerbate traffic problems.
- Landowner states that there is a strong case for some additional housing in Noke so that the community remains viable and attracts young families to the community.

PR181: Land off Mill Street/Mill Lane, Islip

- The Battlefields Trust advises that this site is likely to lie on the 1645 Islip Bridge battlefield. Site has local and national significance. There is likely to be surviving battlefield archaeology on the site which should be investigated. Need to establish whether the development of the site outweighs the public benefit of preserving this battlefield heritage.
- Historic England advises that this the Islip Conservation Area abuts this site to the west, east and south. This end of Islip retains its historic settlement pattern as a row of houses which peters out and ends in a farm. To break this up with a new block of housing would be detrimental to the special interest, character and appearance of the Conservation Area. Consider that this site should not be taken forward.
- Islip PC states that this site is in the Green Belt and on the edge of the Islip Conservation Area. The access of Mill Lane is narrow and is not suitable for development as it would result in increase in traffic problems in the village and the bridge.
- Noke PM state that this proposal would be inappropriate for a small village like Noke. It would put unnecessary burden on the infrastructure services and facilities in the village.

Other comments include:

- Objection as this is a green field site when brownfield are available.
- Road and rail improvements needed.
- A natural extension to Islip
- Unsuitable and would put more traffic on to Islip's already inadequate road network.

- Development would result in loss of green belt, loss of open countryside, impact on wildlife and local road network.

Area of Search Option C

PR10: Land East of Wendlebury

- Ambrosden PC have expresses significant concerns about further development along the A34, A41 corridor, due to impact on Ambrosden. Note that there have been a large number of houses built in the last few years. Any development of this site would need to be justified by significant community planning gains. The site also has significant visual impact, and hydrological issues, as it is on the River Ray basin, which is subject to flooding. There are significant issues related to elevated rail line. The site may be suitable for leisure or sporting use.
- Wendlebury PC considers the site proposal as inappropriate development, due to flooding, BAP habitat, Green Boundary zone, unsustainable location, viability and conflict with Local Plan Strategic Objectives SO6, SO11, SO12 and SO15. It is also contrary to Policies BSC 11, ESD 1, ESD 6, ESD 10, ESD 13, ESD 15, and ESD 18 of the local plan.
- Middleton Stoney PC objects to developments around J9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- BBOWT consider that this large site allocation is in close proximity to the Wendlebury Meads and Mansmoor Closes SSSI. It is separated from the site by the M40 but connectivity underneath the motorway might exist resulting in increased recreational pressures on the site. Indirect impacts caused by accessing the site might also exist and will need to be fully assessed.
- Historic England considers that this site abuts the Alcester Roman site scheduled monument to the north. Any development of this site should have regard to the setting of the monument.

Other comments include:

- Development would be a piecemeal way of getting the previously rejected Weston Otmoor Ecotown but without any of the 'eco' credentials.
- Near sensitive wildlife sites.
- Site located next to small existing communities with little or no infrastructure or public transport links.
- Would destroy the setting and character of Wendlebury village.
- Excessive noise and air pollution.
- Would exacerbate flooding problems.

PR11: Land North and South of A34/west of M40 Junction 9.

- Ambrosden PC expresses significant concerns about further development along the A34, A41 corridor, due to impact on Ambrosden. Note that there have been a large number of houses built in the last few years. Any development of this site would need to be justified by significant community planning gains.

- Wendlebury PC objects as the site is located in the Green Belt, which prevents inappropriate development and stops urban sprawl. The site is not sustainable due to lack of infrastructure or connections to urban or developed areas, which would increase dependence on car; therefore contrary to objectives SO6, SO10, SO11, SO12, SO13 and SO15. Contrary to Policies ESD1, 6, 10, 13, and 14.
- Middleton Stoney PC objects to developments around J9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- Weston on the Green PC state that the site is unacceptable for reasons of the currently inadequate traffic infrastructure, and the impossible (and impassable) burden it would put on the A34. A major transport route would need to be put in place to accommodate more major development in the Cherwell corridor - even making the A34 into a motorway is not the solution (re the Botley bottleneck).
- BBOWT consider that this large site allocation includes or comes close to woodland blocks that are designated as Ancient Woodlands. In addition, there is a SSSI nearby that might come under pressure from development, eg recreational pressure.
- Historic England advises that the Weston-on-the-Green Conservation Area lies to the west of this site. Any development of this site should have regard to the setting of the conservation area with reference to the conservation area character appraisal.

Other comments include:

- Development would be a piecemeal way of getting the previously rejected Weston Otmoor Ecotown but without any of the 'eco' credentials.
- Near sensitive wildlife sites.
- Maybe within the rainwater catchment of Weston Fen SSSI
- Site located next to small existing communities with little or no infrastructure or public transport links.
- Excessive noise and air pollution.
- Priority should be given to brown field sites and those outside the green belt.

PR12: Land at Little Chesterton

- Ambrosden PC expresses significant concerns about further development along the A34, A41 corridor, due to impact on Ambrosden. Note that there have been a large number of houses built in the last few years. Any development of this site would need to be justified by significant community planning gains.
- Wendlebury PC objects as this is unsustainable development for a small village. It would lead to merging Little Chesterton with Chesterton and to the urban sprawl of Bicester out towards the M40 and the eventual growth of the town over all the rural areas between it and the M40. Contrary to objectives SO6, SO10, SO11 and SO12. Contrary to Policies ESD10 and 13.
- Middleton Stoney PC objects to developments around J9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.

Other comments include:

- Site located next to small existing communities with little or no infrastructure or public transport links.
- Development would be a piecemeal way of getting the previously rejected Weston Otmoor Ecotown but without any of the 'eco' credentials.
- Unsustainable due to its remote location, no facilities and car access only.

PR97: Church Field, Wendlebury Road, Wendlebury

- Ambrosden PC expresses significant concerns about further development along the A34, A41 corridor, due to impact on Ambrosden. Note that there have been a large number of houses built in the last few years. Any development of this site would need to be justified by significant community planning gains.
- Wendlebury PC objects to this site as it represents a direct extension to the village (Category C), which only permits infilling. It would put undue strain on the existing infrastructure. The site is on higher ground, which would lead to flooding and drainage problems for the village. The site has historic agricultural ridge and furrow across the majority of it and dew ponds close to the church. The site lies outside the village built up area. The village has no services except a pub, which would lead to residents having to use private motor cars.
- Middleton Stoney PC objects to developments around J9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- Historic England advises that this site lies just to the south-west of the grade II listed Church of St Giles. Any development of this site should have regard to this setting.

Other comments include:

- Development would be a piecemeal way of getting the previously rejected Weston Otmoor Ecotown but without any of the 'eco' credentials.
- Site has ancient ridge and furrow and would swamp Wendlebury village.
- Site located next to small existing communities with little or no infrastructure or public transport links.
- Would exacerbate existing flooding problems
- Noise and pollution problems

PR139: Land at Lodge Farm, Chesterton

- Ambrosden PC expresses significant concerns about further development along the A34, A41 corridor, due to impact on Ambrosden. Note that there have been a large number of houses built in the last few years. Any development of this site would need to be justified by significant community planning gains.
- Wendlebury PC objects as would be inappropriate development within the Green Boundary Zone that protects merging the surrounding villages with Bicester. It represents an unsustainable form of development with no connection to major settlement for employment and other infrastructure. It will lead to increased congestion on roads around Bicester; therefore considered contrary to Objectives SO6, 11, 12 and 15 and LP Policies BSC11, ESD1, 6, 10, 13 and 15.
- Middleton Stoney PC objects to developments around J9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.

- Historic England advise that this site includes the grade II listed assets of Oxford Lodge and bridge c. 200m north-east of Lodge Farmhouse and abuts the Chesterton Conservation Area. A site visit is needed to fully understand the context and setting of the building but consider that an isolated rural location would be an important aspect of the significance of this building given that lodges are meant to signal the entrance to the estate of a country house, which essentially requires a countryside location. Consider that development of this site would be likely to result in a high level of harm to the significance of this building and that the site should therefore not be taken forward.

Other comments:

- Site has ridge and furrow pasture land and a brook which need to be protected.

PR196: Extension to Bicester Gateway, Bicester

- Historic England advises that this site is adjacent to the site of an Iron Age Romano-British settlement and Roman Road. Although neither is scheduled, any development of this site should have regard to the setting of these heritage assets.
- Middleton Stoney PC objects to any extension to NW Bicester Eco Town.
- Wendlebury PC objects to the inclusion of this site within the already allocated Bicester Gateway employment scheme. Transport mitigation measures from the development affecting Wendlebury are not satisfactory. Any increase of traffic through the village is to be avoided. The village has no street lights or pavements. The village experiences high levels of traffic when there are accidents at Junction 9 of the M40.

Area of Search Option D

PR62: Land at Arccott Hill, off Patrick Haugh Road and Buchanan Road, Arccott

- BBOWT advises that this site adjoins or comes close to the Arccott Wood LWS, part of which is also designated as Ancient Woodland. Concerned about direct and indirect impacts on this site (eg recreational pressure) and consider it important that any potential development retains a minimum distance of 50m to the woodland edge.

PR149: Land at Murcott Road, Arccott

- BBOWT advises that this site adjoins or comes close to the Arccott Wood LWS, part of which is also designated as Ancient Woodland. Concerned about direct and indirect impacts on this site (eg recreational pressure) and consider it important that any potential development retains a minimum distance of 50m to the woodland edge.

Area of Search Option E

PR3: Land adjoining Graven Hill, Bicester/Ambrosden

- Ambrosden PC strongly object to this site as it will lead to the coalescence of Ambrosden with the urban extension of Bicester at Graven Hill
- Historic England advises that there is a grade II listed barn just to the north of this site. Any development of this site should have regard to the setting of the barn.

- The promoters of this site have provided a very detailed report with a sustainability appraisal, transport appraisal and other evidence in support of the allocation of this site.

PR7: Land at Wretchwick Farm, Ploughley Road, Ambrosden

- Ambrosden PC objects to this site due to the effect on the setting of listed buildings. It will also lead to the coalescence of Ambrosden with the urban extension of Bicester. This land should be maintained as a green buffer zone between Graven Hill and Ambrosden.
- Historic England advises that a grade II listed barn lies just to the south of this site. Any development of this site should have regard to the setting of the barn.

PR33: South Lodge, Fringford Road, Caversfield

- Caversfield PC state that a planning application on this site was dismissed at appeal in 2014. The reasons for refusal included character and appearance of the area, housing land supply, impact on adjacent heritage assets, landscape and poor access.
- Historic England advises that the RAF Bicester Conservation Area lies just to the east of this site. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Flood risk

PR37: Land to the West of Himley Village. Middleton Stoney Road, Bicester

- Middleton Stoney PC objects to any extension to NW Bicester Eco Town.

Other comments include:

- This relates to an area of land promoted by P3Eco. Any land identified for development adjacent or close to NW Bicester should be subject to the same Eco Town criteria that underpin the development.
- Remote, no facilities, car access only.

PR77: Bicester Garden Centre, Bicester

- No comments received in response to this question.

PR105: Land north of Rau Court, Caversfield

- Caversfield PC states that this is one of the only available green spaces in the village. Vehicular access is limited and the local roads are unable to support additional volume of traffic. The existing infrastructure and services cannot sustain additional pressure from new housing. The Parish Council believes that this site in particular should be retained in perpetuity as recreational land and given to the community for such use.
- BBOWT consider that, this site appears to be a central open space for the village and the aerial photograph suggests that it comprises a mosaic of habitats, which have the potential to support priority habitats and/or protected and notable species. We are concerned about the potential loss of this potentially wildlife rich site and that any loss of public open space will increase pressure on wildlife in the surrounding countryside.

- Historic England advises that the RAF Bicester Conservation Area lies just to the north of this site. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

PR140: Skimmingdish Lane, Bicester

- BBOWT consider that this site appears overgrown and is likely to have developed ecological interest over time. Whilst generally support development to be located within the urban area rather than sprawling into the countryside concerned about the loss of this site for biodiversity and people. Consider that this site could form an important element of a GI network for the town providing a green link between town and countryside.
- Historic England advises that the RAF Bicester Conservation Area lies just to the north of this site. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

PR141: Land East of Charbridge Lane, South of Railway, Bicester

- Launton PC state that this site is not sympathetic with the proposed Wretchwick Green development and by bringing Bicester housing so close to Launton, threatens coalescence with Launton.
- BBOWT consider that this site is entirely on the Gavray Drive LWS. It is wholly inappropriate not only as it is clearly against policy but also as this site forms part of an important existing, and proposed, open space connection between the town and the countryside. The site is an important element in the Bicester 12 application (currently under consideration), which proposes to connect this site via a Nature Conservation Area with the LWS to the east ('Meadows NW of Blackthorn Hill'). This green connection is essential to make the development on Bicester 12 acceptable in ecological terms. As such development on this site will not only directly affect the designation and existing wildlife interest but would completely undermine any strategic work that is currently going on. In addition the site is located in the Upper Ray CTA and any development should not compromise the aims and objectives of the CTA. Strongly object to this allocation.

Other comments include:

- Nearness to Gavray Drive LWS meadows is a concern. There needs to be a wide green wildlife corridor preserved and protected.
- The promoters of this site consider that it should be an expansion to Bicester 12, not to increase the amount of developable land but to deliver environmental gains and as an enabling development.
- Site is part of Gavray Meadows LWS so should not be built on. A wildlife corridor is required to maintain free movement for animals living in Gavray Meadows.
- Strongly objects to development on this site. It is protected under policies ESD10 and ESD11 of CDC's adopted plan 2015 as it is land known to be of high nature conservation importance. It is part of Gavray Meadows Local Wildlife Site that provides a wildlife corridor and is part of the Ray Conservation Target Area.

PR142: Land North of Railway, East of Charbridge Lane, Bicester

- Launton PC states that this site will develop Bicester outside the ring road and would cause an unacceptable likelihood of coalescence with Launton.

Other comments include:

- Development would see the green space between Launton and Bicester disappear. It is important to maintain the village identity and keep Launton separate from Bicester.
- Nearness to Gavray Drive LWS meadows is a concern. There needs to be a wide green wildlife corridor preserved and protected.
- This site is being promoted along with site PR141. Promoters of sites propose that the allocation of this site for housing will secure PR141 as undeveloped land.

PR144: Bicester Sports Association Site, Oxford Road, Bicester

- BBOWT generally welcome the use of inner urban sites for development but are concerned about the resulting loss of open space to development. Bicester has little existing publicly available open space and concerned about the loss of this recreational site. In addition, the site forms part of one of few green links through the town (located along a stream) and should be considered as part of the GI network.
- Historic England advises that the Bicester Conservation Area lies just to the north-east of this site. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

Other comments include:

- Site is an important part of Bicester's green infrastructure. It is a valuable community asset which should be protected.
- Pollution levels on the Oxford road are currently higher than recommended.

PR147: Land at Grange Farm, Launton

- Launton PC state that the site is unsuitable due to transport infrastructure deficiencies in Station Road, and the crossroads with the Bicester Road, Launton.

Other comments include:

- Site is unsuitable for development as it consists of greenfield land, beyond the built-up limits of Launton, within open countryside. It would deliver a disproportionate level of growth unsupported by local services and facilities contrary to longstanding policy parameters for the threshold for developments in Service Villages. Travel patterns that are reliant on cars would increase.
- Development will extend the built up limits of the village.

PR148: Land at Blackthorn Road, Launton

- Launton PC state that the site is mainly flood plain. The remainder of the site does not meet the site size threshold.
- The promoters of the site welcome its inclusion within the Options Paper. Details, including an indicative layout, have been provided.

Other comments include:

- Site has previously been rejected by CDC
- It does not meet the minimum requirements for a strategic site.
- Will include development in flood zone 3 and the Ray CTA.
- Congestion and road safety a concern.

PR150: The Plain, Land East of B4100, Bicester

- Caversfield PC states this site is labelled as Bicester, but is in Caversfield. It was requested as part of the Green Buffer to reduce the coalescence between Bicester/ Eco Town and Caversfield. The Green Buffer was rejected by the Inspector as there were other policies to protect it. Buildings on this land would be highly detrimental to the rural village of Caversfield and would be well outside the built up area of the village.
- Caversfield is a Category 3 settlement. It does not have the infrastructure to maintain this level of housing.

PR190: Dymock Farm, Caversfield

- Caversfield PC state that this has not been supported by the Parish Council since 2009. The infrastructure and services are not adequate to support 480 dwellings, with an additional 900 dwellings it would make it worse. This site is a long way from any form of public transport, pedestrian and vehicular access in to both Fringford Road and the Buckingham A4421 difficult. The narrow rural Fringford Road is not suitable for additional traffic and access onto the Buckingham Road would be dangerous.
- Caversfield is a Category 3 settlement. It does not have the infrastructure to maintain this level of housing.

PR197: North West Bicester, Bicester

- Noted that site was included in the original NW Bicester Masterplan but excluded from Policy Bicester 1.
- Any land identified for development adjacent to NW Bicester should be subject to the same Eco Town criteria.

Area of Search Option F Sites

PR16: Land west of Chilgrove Drive and North of Camp Road, Upper Heyford

- Historic England considers that, this site abuts the Upper Heyford Conservation Area to the west and north. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Middleton Stoney PC objects to the promotion of this site and any extension to RAF Upper Heyford.

Other comments include:

- Increased pressure on roads.

- Site promoter's state that the site should be allocated for housing as it is in a sustainable location.
- Flood risk.

PR36: Letchmere Farm, Camp Road, Upper Heyford

- Historic England considers that, this site abuts the Upper Heyford Conservation Area to the north. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.
- Middleton Stoney PC objects to the promotion of this site and any extension to RAF Upper Heyford.
- Kenley Holdings are promoting this site for residential development as a logical extension to an existing allocation.

PR47: Land South of Upper Heyford Airfield, Upper Heyford

- BBOWT are concerned about potential cumulative effects of developments in this area. The scale is completely out of context with the surrounding area and might result in Upper Heyford and Lower Heyford merging into one settlement. We consider the proposed allocation too large for this area and are concerned about the direct and indirect effects (including hydrological changes, recreation, and increased traffic) this might have on the natural resources in general and on designated sites such existing adjacent woodland blocks, the River Cherwell and Rousham Gardens.
- Historic England considers that this site would have an impact on the setting of Rousham Park. The site should therefore not be taken forward. In addition the western end of the site lies within the Rousham Conservation Area.
- Middleton Stoney PC objects to the promotion of this site and any extension to RAF Upper Heyford.

PR52: Land South East of Lower Heyford, Lower Heyford

- BBOWT are concerned about potential cumulative effects of developments in this area. The scale is completely out of context with the surrounding area and might result in Upper Heyford and Lower Heyford merging into one settlement. We consider the proposed allocation too large for this area and are concerned about the direct and indirect effects (including hydrological changes, recreation, and increased traffic) this might have on the natural resources in general and on designated sites such existing adjacent woodland blocks, the River Cherwell and Rousham Gardens.
- Historic England considers that this site would have an impact on the setting of Rousham Park. Any major development would seriously harm the significance of the Park. In addition the site lies almost entirely within the Rousham Conservation Area.

Other comments include:

- Objection to strategic development sites that degrade the countryside, bridleways, footpaths, canals and rivers.
- Site completely disproportionate in size. Lower Heyford and Caulcott would be dwarfed.
- No capacity for growth at Lower Heyford Station.

- Important to preserve the views from historic Rousham House.
- Development of this site would degrade the countryside and the bridleways and footpaths along this site would be affected.

PR188: Heyford Leys Campsite, Camp Road, Upper Heyford

- Historic England states that, this site abuts the Upper Heyford Conservation Area to the northwest. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

PR191: Land adjoining and west of Chilgrove Drive and adjoining and north of Camp Road, Upper Heyford

- Historic England considers that, this site abuts the Upper Heyford Conservation Area to northwest. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

Area of Search Option G Sites

PR26: Land at southern edge of village, Ardley

- Middleton Stoney PC objects to developments around Junction 9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- Ardley with Fewcott PC objects to the site on the grounds that the site is in Category C village where only infill and extensions are allowed. It lacks immediate relationship to Oxford. There is a potential for 200 dwellings which would drastically change the size of Ardley/Fewcott. The increase in traffic is unsustainable.
- Fritwell PC objects as it would increase car use on unsuitable roads, including the B430 which is already heavily congested. Every effort should be made to preserve and enhance the rights of way and connectivity across the rural areas and preserve the landscape and views.
- Anglian Water advise that development will impact on their infrastructure requirements.

PR56: Land at Junction 10, M40, Ardley

- Anglian Water advises that development will impact on their infrastructure requirements.
- Middleton Stoney PC objects to developments around Junction 9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- Fritwell PC are concerned that commercial development would give rise to warehousing and storage use wanting easy access to M40 and servicing needs across long distances. Do not consider that this will give rise to local employment to support economic development in Oxfordshire. Are concerned that development on this site would be very close to Fritwell and Ardley and contribute to destroying the rural aspects and valued space between the villages. It will be very visible from the rural footpaths on this side of Fritwell parish and produce light and visual pollution in this essential rural area. The Parish feel that every effort should be made to preserve and enhance the rights of way and connectivity across our rural areas and preserve the landscape and views.

PR67: Land adjoining playing field, Ardley

- Anglian Water advises that development will impact on their infrastructure requirements.
- Middleton Stoney PC objects to developments around Junction 9 and 10 of M40 given that these locations are already at capacity in spite of recent improvements.
- Ardley with Fewcott PC objects to the site on the grounds that the site is in Category C village where only infill and extensions are allowed. It lacks immediate relationship to Oxford. There is a potential for 200 dwellings which would drastically change the size of Ardley/Fewcott. The increase in traffic is unsustainable.
- Fritwell PC objects to this site as there is no sustainable transport (bus service) and residential development would result in an increase in car traffic on unsuitable roads through the rural villages. In addition, access is likely to be needed onto the narrow Ardley/Fritwell Road on a steep bend giving rise to safety concerns. Every effort should be made to preserve and enhance the rights of way and connectivity across our rural areas and preserve the landscape and views.

Other comments:

- Flood risk, close to M40 (noise and pollution)

Area of Search Option H Sites

PR15: Land at Crouch Farm, Banbury

- Bloxham PC is concerned about the impact on the A361.

Other comments:

- Objection to development on sites that degrade the countryside.
- Adverse impact on Conservation Target Area.

PR17: Site of the M40, Overthorpe, Banbury

- Banbury Town Council state that residential use on this site would lead to the isolating communities on this site and would result in increased car journeys and congestion on the roads. Industrial/employment uses should be explored.

PR28: Land West of Southam Road, Banbury

- Banbury Town Council advises that they have planning permission to change the use of this land to a cemetery to expand the Hardwick Cemetery.

Other comments include:

- Objection to strategic development sites that degrade the countryside and rivers.
- Flood risk
- Adding to congestion on Southam Road.
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected. This site is an area of tranquillity.

PR43: Land to the North of Broughton Road, Banbury

- Objection to strategic development sites that degrade the countryside, bridleways and footpaths.
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected.
- Increased traffic congestion.
- Direct and indirect impact on Crouch Hill. Area should be considered a Landscape Protection Area.
- Negative impact on infrastructure.

PR45: Land adjoining Dover Avenue and Thornbury Drive, Banbury

- Historic England consider that, this site is within the setting of the grade II listed Withycombe Farmhouse and attached stable, immediately to the west. This is one of a number of proposed sites containing or near to isolated listed farmsteads, which would be surrounded by development if these sites were allocated, which in turn is likely to have a major impact on their significance. Their historical interest is often bound up in the relationship with the land from them and their aesthetic value is often enhanced by an isolated rural setting. Suggest that an analysis of the impact of development on the significance of the farmstead is undertaken and feeds into the consideration of any sites taken forward. Any development of this site should have regard to the setting of these listed buildings.

Other comments:

- Objection to strategic development sites that degrade the countryside, bridleways and footpaths.
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected.
- Bloor Homes support this site as a potential extension to Site Banbury 3: Land west of Bretch Hill.

PR54: Land off Warwick Road, Banbury

- Objection to strategic development sites that degrade the countryside, bridleways and footpaths.
- Merges Hanwell in to Banbury
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected.

PR58: Bretch Farm, Broughton Road, Banbury

- Increased traffic congestion.
- Direct and indirect impact on Crouch Hill. Area should be considered a Landscape Protection Area.
- Negative impact on infrastructure.

PR130: Land south of Broughton Road, Banbury

- No comments received in response to this question.

PR146: Milestone Farm, Broughton Road, Banbury

- Objection to strategic development sites that degrade the countryside, bridleways and footpaths.
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected.
- Increased traffic congestion.
- Direct and indirect impact on Crouch Hill. Area should be considered a Landscape Protection Area.
- Negative impact on infrastructure.

PR186: Land south of Wards Crescent, Bodicote

- Objection due to traffic congestion, overstretched infrastructure, air pollution. Services already under threat e.g. Horton Hospital.
- Adverse impact on the village of Bodicote.
- Access roads are inadequate.
- Bodicote has already taken more than its fair share of housing.
- Flooding problems.
- Bodicote PC objects to this site due to its impact on Bodicote. There is a risk of flooding and development would increase traffic in the often congested village.

PR187: Dukes Meadow Drive, Banbury

- No comments received in response to this question.

PR198: Land at Southam Road, Banbury

- Flood risk
- Bounded by M40 and railway line.

PR199: Land at Wykham Park Farm, North of Wykham Lane, Banbury

- Bloxham PC is concerned about the impact on A361
- Historic England states that the site is within the setting of the grade II listed Wykham Farmhouse. This is one of a number of proposed sites containing or near to isolated listed farmsteads, which would be surrounded by development if these sites were allocated, which in turn is likely to have a major impact on their significance. Their historical interest is often bound up in the relationship with the land from them and their aesthetic value is often enhanced by an isolated rural setting. Suggest that an analysis of the impact of development on the significance of the farmstead is undertaken and feeds into the consideration of any sites taken forward. Any development of this site should have regard to this setting.
- Bodicote PC objects to the promotion of this site for housing due to its impact on Bodicote. Have already lost a large portion of the Parish to the Longford Park development and currently there are 2 developments approved on the south part of the Parish at Blossom

Fields. This site is considered as a major problem. Vehicles will use Wykham Lane, which is narrow, winding, country lane, already in a poor condition and subject to near misses. It is not appropriate to build here and use Wykham Lane to enter and exit the site.

Other comments include:

- Site is pleasant rural agricultural land. Need to preserve rural character of Wykham Lane.
- Risk of merging Bodicote with Bloxham.
- Objection to strategic development sites that degrade the countryside, bridleways and footpaths.
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected.
- Strong objection as sites already congested with traffic.
- Infrastructure cannot cope, air pollution and reduced quality of life. Services already under threat.
- Increased traffic along Wykham Lane.

Area of Search Option I Sites

PR1: Land off Station Road, Cropredy

- Cropredy PC state that a previous application was refused as it was considered to harm the character of the rural setting, and setting of a listed building. It would result in additional traffic movements. Cropredy is not supported by public transport.

Other comments include:

- Unsuitable due to flooding and next to main railway line.
- Promoters of site state that the allocation will assist the District's housing need, assist in the vitality and viability of small businesses and services in Cropredy, deliver public open space and other infrastructure and biodiversity improvements.

PR8: Land North East of Ambrosden

- Ambrosden PC states that they may support the development of 30% of this site, subject to the provision of significant areas of open space, community and sports facilities. These benefits are unlikely to be achieved in any other way.

PR9: Land to rear of the Old Quarry House, Fenway, Steeple Aston

- A petition with 80 signatories has been received which strongly objects to the development of this site.
- BBOWT advise that the site is a disused quarry, not disturbed for a number of years. It is highly likely that the site supports priority habitats and protected and notable species, including adders. The ecological value of the site needs to be assessed before being considered further for development.
- Historic England advise that any development should have regard to the setting of the Steeple Aston Conservation Area.

PR18: Land west of Banbury Road, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

PR31: Durrants Gravel, Finmere

- Anglian Water advise that development will have an impact on the capacity of STWs in the area.

Other comments:

- Why not a large development on the old airfield at Finmere?

PR35: Land North and South of Milton Road, Bloxham

- No comments received in response to this question.

PR46: Land West of Hook Norton Road, Sibford Ferris

- Sibford Ferris PC believes that the village infrastructure is not robust enough to sustain the scale of development proposed. It also considers that housing in the village would not provide people convenient, affordable, sustainable travel opportunities to Oxford.

Other comments include:

- Objection on grounds of access limitations, inaccuracies on the submission, need to protect the rural nature of the area, rural jobs and horse riders.
- Sibford is a particularly rural, unspoilt part of Cherwell District. It has a relatively poor local road network and limited infrastructure. A development of 100 houses would completely ruin the area.
- The site is close to the AONB.

PR53: Land at Oxfordshire Inn, Heathfield

- No comments received in response to this question.

PR57: Land at Station Road, Hook Norton

- No comments received in response to this question.

PR63: Land at Kiln Farm, Blackthorn

- Historic England considers that development of this site would be out of character with the existing settlement pattern, a linear form of development, and so this site should not be taken forward.

PR66: Land at Folly Farm, Sibford Ferris

- Historic England states that this site abuts the Sibford Ferris Conservation Area. The open rural approach to the conservation area is a very important part of its character. The

proposed development would entail a high level of harm therefore the site should not be taken forward.

- Sibford Ferris PC believes that the village infrastructure is not robust enough to sustain the scale of development proposed. It also considers that housing in the village would not provide people convenient, affordable, sustainable travel opportunities to Oxford.

Other comments include:

- Sibford is a particularly rural, unspoilt part of Cherwell District. It has a relatively poor local road network and limited infrastructure. A development of 100 houses would completely ruin the area.
- The site is close to the AONB
- Objection on grounds of access limitations, inaccuracies on the submission, need to protect the rural nature of the area, rural jobs and horse riders.

PR73: Land near Northampton Road, Weston on the Green

- Historic England advises that any development of this site should have regard to the setting of the Weston-on-the Green conservation area and its character appraisal.

PR80: Land adjacent to Paradise Lane, Milcombe

- Historic England states that this site is within the setting of the Grade II listed Farnell Fields to the north east. Any development of this site should have regard to this setting.

PR82: Field known as Baby Ben, adjoining Northampton Road, Weston on the Green

- No comments received in response to this question.

PR83: Land adjoining Caerleon, Northampton Road, Weston on the Green

- No comments received in response to this question.

PR87: Land off Banbury Road, Twyford, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

PR88: Land off Milton Road, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.
- The promoters of this site state that it is well served by public transport and Kings Sutton station is accessible by cyclists. The site is available, suitable, achievable, and viable and located close to existing facilities and services within Adderbury, which is a Category A settlement.

PR94: Land to the North of Clifton Road, Deddington

- Deddington Development Watch consider that this is a greenfield site outside built-up limits comprising very good quality (Grade 2) agricultural land, except site PR98 is Grade 3. It suffers from poor transport sustainability; it would result in an increase in population by 13%, putting further pressure on the existing services and facilities. There are inadequate education facilities in Deddington.

PR95: Land to the west of Banbury Road, Deddington

- Deddington Development Watch consider that this site is a greenfield site, which abuts the Conservation Area. It suffers from poor transport sustainability; it would result in an increase in population by 13%, putting further pressure on the existing services and facilities. There are inadequate education facilities in Deddington.
- Objection to strategic developments that degrades the countryside and are along bridleways and footpaths.

PR98: Oxford Road, Deddington

- Deddington Development Watch consider that this site is a greenfield site, which abuts the Conservation Area. It suffers from poor transport sustainability; it would result in an increase in population by 13%, putting further pressure on the existing services and facilities. There are inadequate education facilities in Deddington.

PR99: Quarry Farm, Rattlecombe Road, Shenington

- Shenington with Alkerton PC state Inaccessibility to Oxford. Shenington due to its location in the north-west of the county is 30 miles from Oxford. The site is unlikely to deliver 100 dwellings due to its size, topography, capacity, net developable area, etc. The parish has a population of 425; an increase of 32 dwellings would **be wholly disproportionate**. Part of the site is in the Northern Valleys Conservation Target Area. The Shenington with Alkerton Conservation Area Appraisal (Feb 2009) clause 4, Archaeology, identifies much of the site as Old Quarry. Building on the site would extend the village boundary. It would totally alter the approach to the Shenington with Alkerton Conservation Area from the west. The eastern end of the site abuts the Conservation Area boundary. The sewerage system in Shenington is not capable of serving a large number of extra homes and waste would have to be pumped uphill to connect to it. Shenington is a Class C village, which only allows conversions and in-filling. The site is exposed to noise from the adjacent airfield (karting circuit, and powered aircraft and winches launching gliders).The village school is consistently full year-on-year.
- Historic England state that any development of this site should have regard to the setting of the conservation area.

PR109: The Bourne, Hook Norton

- Historic England advise that development of this site should have regard to the setting of the adjacent Hook Norton Conservation Area.

PR110: Land east of South Newington Road, Bloxham

- No comments received in response to this question.

PR111: Land east of A4260 Banbury Road, Near Fire Station, Deddington

- No comments received in response to this question.

PR112: Land North of Earls Lane (portion of 'Gas House'), Deddington

- Historic England considers that, this site is within the setting of the Deddington Conservation Area to the south and may be within the setting of the Deddington Castle Scheduled Monument to the south. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal, and the setting of the scheduled monument.

Other comments include:

- Objection to strategic developments that degrades the countryside and are along bridleways and footpaths.
- Deddington Development Watch consider that this site is a greenfield site, which is located at the 'gateways' to the Conservation Area. It suffers from poor transport sustainability; it would result in an increase in population by 13%, putting further pressure on the existing services and facilities. There are inadequate education facilities in Deddington.

PR113: Western End of Pond Field, North of Earls Lane, Deddington

- Historic England considers that, this site is within the setting of the Deddington Conservation Area to the south and may be within the setting of the Deddington Castle Scheduled Monument to the south. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal, and the setting of the scheduled monument.
- Deddington Development Watch consider that this site is a greenfield site, which is located at the 'gateways' to the Conservation Area. It suffers from poor transport sustainability; it would result in an increase in population by 13%, putting further pressure on the existing services and facilities. There are inadequate education facilities in Deddington.

PR114: The Paddock, Berry Hill Road, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.
- The promoters of the site state that it fulfils all the planning policy requirements in order to obtain an allocation for residential development.

PR116: Land at South Adderbury, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

PR117: Land at Berry Hill Road, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

PR119: Land at Fern Hill Farm, Milcombe

- No comments received in response to this question.

PR128: Church Leys Field, Blackthorn Road, Ambrosden

- Ambrosden PC advise that the development of this site is considered to have least impact on the settlement of Ambrosden as it is on the edge of the settlement and in the neighbouring Parish of Arccott. Note that Ambrosden has seen a large number of houses built in the last few years.

Other comments:

- Site is too close to Arccott Bridge Meadows SSSI and Upper Ray living landscape of BBOWT. The green corridor between Otmoor and the Upper Ray meadows west of Aylesbury needs to be strictly protected to allow wildlife to travel freely between the two.

PR129: Land at Ell's Lane, Bloxham

- No comments received in response to this question.

PR134: Land East of Banbury Business Park, Aynho Road, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

Other comments:

- Site is remote from the village and insufficiently connected to it to be considered sustainable.

PR136: Land at Heatherstone Lodge, Finmere

- Anglian Water advise that development in this area will have a cumulative impact on its infrastructure.

PR137: Land to the North of Stratford Road, Site 3, Wroxton

- Historic England states that any development of this site should have regard to the setting of the adjacent Wroxton Conservation Area, with reference to the character appraisal.

PR138: Land to the North of Stratford Road, Site 4, Wroxton

- Historic England states that, the southern half of this site is within the Wroxton Conservation Area. The Council is currently consulting on an updated Character Appraisal that recommends the extension of the conservation area to include the whole of this site. It is not clear from the updated Appraisal why this extension is proposed or, indeed, what contribution this area of land makes to the special interest, character or appearance of the Conservation Area, but it would seem likely that the loss of its openness would be detrimental to that interest, character and appearance, and therefore we consider that this site should not be taken forward.

PR145: Land to the Rear of Kelberg Trailers, Weston on the Green

- No comments received in response to this question.

PR153: Land west of Hempton, Deddington

- Deddington Development Watch state that this is a greenfield site outside built-up limits comprising very good quality (Grade 2) agricultural land. Hempton is a Category B settlement under Policy Villages 1. Hempton is not served by any form of public transport. Apart from the B4031 the other road links serving Hempton are unclassified roads. There are around 120 houses in Hempton with a current population around 285. A development of 67 houses (at 30 d.p.h.) on this site (5½ acres) would increase the population of this small settlement by over 50%.

Other comments include:

- No facilities in Hempton
- Banbury and North Oxford Ramblers object to the development of this site because it would degrade the countryside and the bridleways and footpaths along this site would be affected. This site is along nature reserves, local wildlife sites, Conservation Target Areas and general intrusion into the countryside.

PR158: Oak View, Milcombe

- No comments received in response to this question.

PR159: Land North East of Tadmarton Road, Bloxham

- Bloxham PC expresses concern that development would add to the congestion on the Tadmarton Road, there would be major loss of green space surrounding the school and adverse impact on air quality.

PR160: Land off Bloxham Grove Road, Bloxham

- No comments received in response to this question.

PR161: Land adjoining Middle Aston Lane, Middle Aston

- Middle Aston PM strongly object to this site as it is an inappropriate location for residential development. The village is a Category B village with limited services and facilities. The proposal would be out of keeping with the character of the village, result in backland development, double the size of the village, be prominent in the landscape, harm the setting of listed buildings.

Other comments:

- This field captures the essence of the Cherwell Valley incorporating a ridge, footpath and fields. This is an important break in the landscape between settlements which also provides wildlife habitats.

PR162: Land off B4100, Adderbury

- Adderbury PC states that this site does not meet the criteria set within the consultation. Also the site will not comply with the current local plan policies with regard to location outside the built up limits of a settlement and the landscape.

PR163: Land off Bloxham Road, Milcombe

- No comments received in response to this question.

PR164: Land East of Sands Lane, South Newington

- South Newington PC states that this site does not offer a suitable development in a sustainable location. It does not meet the criteria in Policy Villages 2. Areas of concern include loss of amenity, impact on heritage and wildlife assets, existing infrastructure unable to cope with increasing size of village by 50%.

Other comments:

- There are highway and access problems with this site.
- A 50% increase in the size of the village, much of which is a conservation area, would destroy its character.
- Existing infrastructure already over stretched.
- Incompatible with policies in the adopted Cherwell Local Plan.

PR166: Land north of Fenway, Steeple Aston

- 80 Steeple Aston residents strongly object to the development of this site and consider it thoroughly unsuitable.

PR171: Land south of Fenway, Steeple Aston

- 80 Steeple Aston residents strongly object to the development of this site and consider it thoroughly unsuitable.
- Historic England considers that, this site may be within the setting of the Steeple Aston Conservation Area to the south-east. Any development of this site should have regard to

the setting of the conservation area, with reference to the conservation area character appraisal.

PR172: Gravel Farm, Finmere

- Anglian Water advise that this development would have an impact on its infrastructure.

PR176: Land east of Sibford Road, Hook Norton

- This site has been granted planning permission at appeal (ref: 14/00844/OUT)

PR183: Land off Lince Lane, Kirtlington

- Kirtlington PC considers that this site is inappropriate for most of the criteria set out in the consultation document. Two appeals for housing on this site have been dismissed by two different planning inspectors.
- This site should be considered for development

PR184: Land west of Banbury Road, Adderbury

- Historic England considers that this site is within the setting of the Adderbury Conservation Area and of the grade I listed Church of St Mary. We consider that this site should not be taken forward.
- Adderbury PC considers that this site does not meet the criteria set out within this consultation, particularly for density of homes of 50 dwellings per hectare. Also in the absence of a proven housing need that cannot be met elsewhere (such as Areas A and B), this site would not comply with the current local plan policies with regard to location outside of the built up settlement and landscape.

Other comments:

- Adderbury is recognised as being a sustainable settlement for new development. Site could deliver up to 50 dwellings with play space and parkland. It fills a gap between existing development at Adderbury Close and Summers Close/Green Hill.

PR189: Land off South View, Great Bourton

- No comments received in response to this question.

PR192: Hatch End Industrial Estate, Middle Aston

- No comments received in response to this question.

PR200: Land opposite Staplehurst Farm, Church Road, Weston on the Green

- Historic England considers that, this site may be within the setting of the Weston-on-the-Green Conservation Area to the east. Any development of this site should have regard to the setting of the conservation area, with reference to the conservation area character appraisal.

PR201: Land at junction of Bloxham Road and New Road, Milcombe

- Historic England considers that, this site is within the setting of the grade II listed Church of St Lawrence to the north-west. Any development of this site should have regard to this setting.

Officer Response

The site selection process and subsequent detailed site specific requirements have had regard to the comments raised by consultees and stakeholders.

The weight and views of the public expressed in their representations has been a factor in the site selection process.

The Plan preparation process has concluded that sites within Areas of Search C to I or a combination of any options including C to I would not sufficiently deliver the vision and objectives of the Partial Review.

Sites within Areas of Search C to I would have a greater detrimental impact on the development strategy for Cherwell set out in the existing adopted 2015 Local Plan.

It has been concluded, based on the extensive evidence base, that sites within Areas of Search A and B could deliver the vision and objectives of the Partial Review.

Options A and B will have a far less significant impact on the delivery of the development strategy for meeting Cherwell's needs.

It is reasonable to consider sites in the Oxford Green Belt as the Plan has concluded that there are exceptional circumstances why there is a need to provide for development in the green belt to meet Oxford's unmet housing needs.

In accordance with the ITP and NPPF, the Partial Review seeks to make the fullest possible use of public transport, walking and cycling, and focuses development in locations which are, or can be made, sustainable.

Locating development in sites not Areas of Search A and B would not help minimise the significant number of vehicular trips generated by jobs in Oxford nor provide the same opportunity to assist with the delivery of the Oxford Transport Strategy. Increased congestion would be likely as there would be fewer opportunities for higher levels of walking, cycling and public transport use from the new developments.

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.
- The 41 sites within Areas of Search Options A and B were considered and assessed through the consideration of range of evidence including landscape, transport, land availability, flood risk and green belt studies. Feedback from the consultation was also considered.

Q12. Do any site promoters/ developers/ landowners wish to provide updated or supporting information about your sites?

68 responses were received in response to this question. The majority were from landowners/promoters. Most confirmed their site's availability and suitability for development. Supporting statements and assessments with Masterplans were also provided in some cases. The sites in question were:

- site at Arccott as a potential strategic site
- PR39, PR186, PR1, Sites in Islip PR55, PR181, PR21, PR23. PR24, PR94, PR95, PR25, PR22, PR51, PR46, PR128, PR41, PR199, PR109, PR187, PR178, PR35, PR184,
- Banbury 3: potential to deliver more housing
- Richborough Estates promote their Vision Document
- Church Leys site in Ambrosden
- Land off Arccott Road

Officer Response

The additional information provided has been considered in the detailed site assessments.

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.
- The 41 sites within Areas of Search Options A and B were considered and assessed through the consideration of range of evidence including landscape, transport, land availability, flood risk and green belt studies. Feedback from the consultation was also considered.

Q13. Are there any potential sites we have not identified?

The following additional sites were received in response to this question.

- Land adjacent to Bicester Road, Gosford, Kidlington
- Land at South East Bicester, Bicester/Ambrosden
- Land at Launton, Launton
- Dewars Farm Buildings, Middleton Stoney
- Land west of South Newington Road, Bloxham
- Lower Cherwell Street, Banbury
- St David's Barracks, Graven Hill Bicester
- Land at Islip
- Land at Hampton Poyle
- 2 Oxford sites, Oxford
- Land at Weston on the Green
- Frieze Farm, Kidlington (amended site boundaries)
- Heath Close, Milcombe (amended)
- Land off Lince Lane, Kirtlington (amended)
- Arccott Motoparc, Murcott Road, Arccott

Some respondents considered that additional sites could come forward through criteria based policies, which would allow sustainable, sites to be delivered whilst preventing harm to heritage and ecological assets.

Officer Response

These sites have been added to, and included within, the detailed site assessments

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.
- New sites received during the consultation that meets the site size threshold of two hectares and are within Areas of Search Options A and B were considered and included in the Sustainability Appraisal.

Q14. Do you have any comments on the representations and submissions we have received so far? Do you disagree with any we have received? Please provide the representation number where applicable.

There was widespread criticism of the consultation process, the timescales required for responses and the availability of documents.

Most responses again raised site specific objections. However, a number of responses have been made which criticise/endorse documents submitted in support of potential allocations. Sites commented on include those at

- Steeple Aston
- Begbroke Science Park (PR20)
- South Newington (PR164)
- Land to the North of the Moors, Kidlington (PR14)
- Land at North Oxford.
- Land at Yarnton

Officer Response

The comments made on the consultation process have been noted.

The consultation exercise has met all the requirements stipulated by the relevant planning regulations.

Hard copies of all the consultation documents were available at the 'deposit' locations. Documents were also available on the Council's website.

Site specific comments have been taken in to account when assessing the suitability of sites for allocation within the Partial Review Plan.

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.
- The 41 sites within Areas of Search Options A and B were considered and assessed through the consideration of range of evidence including landscape, transport, land availability, flood risk and green belt studies. Feedback from the consultation was also considered.

Question 15: Interim Transport Assessment – Key Findings for Areas of Search.

Do you have any comments on the Assessments and findings?

The Transport Assessment which accompanies the proposed Submission Partial Review summarises the representations made to the Initial Transport Assessment (November 2016) and provides responses to the representations.

How the identified issues have been taken into account

- The Transport Assessment was considered when preparing the Proposed Submission Plan.

Question 16 Areas of Search – Selection of Options

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

The vast majority of responses received object to development in Areas A and B, particularly the loss of green belt.

Historic England notes the initial SA conclusions but questions whether any significant development would be truly sustainable. OCCG advises that remote or rural sites pose additional challenges due to distance from existing surgeries and lack of sustainable options for new surgeries. Oxfordshire County Council agrees that Areas of Search within green belt would be reasonable if they are related to transport corridors.

Kidlington PC does not consider that adequate assessment of other alternatives, than A and B, has been undertaken, or that due regard has been had to the importance of protecting the green belt.

Bodicote PC states that Area H should be deleted as there has already been a considerable amount of new build in this area and more is planned.

Middle Aston PM state that it is not reasonable to include rural dispersal sites and areas to the north of the District due to limitations of the transport infrastructure.

Other comments include:

- Category A villages within Area I can provide a proportion of the housing.
- Area I should not be included.
- It is essential to consider all options but not accept them all.
- Options in the green belt close to Oxford must be considered reasonable.
- Area E most appropriate.
- Option H should be omitted.

- Opportunities outside the green belt should be assessed in the first instance before the release of green belt is considered.
- Area I is too general.
- Areas C and G imply travelling on M40.
- Areas A and B are most suitable for meeting Oxford's housing needs.

Officer Response

Nine areas of search were considered as potential broad locations for accommodating housing growth.

The Plan preparation process concluded that Areas of Search C to I or a combination of any options including C to I would not sufficiently deliver the vision and objectives which underpin the Partial Review. Additionally, Areas of Search C to I would have a greater detrimental impact on the development strategy for Cherwell set out in the existing adopted 2015 Local Plan.

It has been concluded, based on the evidence, that Areas of Search A and B could deliver the vision and objectives of the Partial Review. Furthermore, it was considered that they would not significantly undermine the delivery of the development strategy for meeting Cherwell's needs set out in the existing Local Plan (2015). In the absence of other suitable options, Areas A and B were taken forward.

The Partial Review responds to national planning policy, including that relating to the Green Belt.

How the identified issues have been taken into account

- Section 2 of the Proposed Submission Plan explains the Areas of Search Options and provides reasons why Options A and B were preferred.

Question 17: Initial Sustainability Appraisal – Key Findings for Areas of Search

The Sustainability Appraisal which accompanies the Proposed Submission Partial Review summarises the representations made to the Initial Sustainability Appraisal (November 2016) and provides responses to the representations.

How the identified issues have been taken into account

- The Sustainability Appraisal was considered when preparing the Proposed Submission Plan.

Question 18: Strategic Development Sites – Initial Selection of Options for Testing

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

The majority of responses do not agree with the initial selection of site options for testing, of these most have objected to the consideration of sites within the green belt. A small number were objecting to, or supporting, particular sites with many essentially repeating comments made under Q11 and Q12.

Oxfordshire CC, Oxford City Council, Banbury TC and Bicester TC agree with the initial site selection.

Kidlington PC understands that many fundamental issues have yet to be considered. They are of the view that other options outside Areas A and B should not be discarded at this stage. Gosford and Water Eaton PC states that the decision to focus on these areas is derived from a flawed argument presented by the Oxford Growth Board.

Other comments include:

- Houses should be dispersed throughout the District.
- Agree that sites within Areas A and B are the most sustainable and support the initial selection of these site options for testing.
- Does not reflect the need to facilitate the delivery of a portfolio of sites to ensure a 5year housing land supply.
- Serious concerns about an emerging strategy that would be reliant on a small number of strategic sites.
- Search should have strong connections with the City; however, this does not necessarily mean the areas geographically closest to Oxford should be chosen.
- Village locations are not suitable for large allocations.
- CDC has a duty to make sure that the proposals are the most appropriate given the 'reasonable alternatives' and to demonstrate how the tests of soundness have been met.
- Area will become a big dormitory for London.

Officer Response

In identifying sites to allocate in the Plan regard has been had to all the issues raised, including the weight of public opinion.

The findings of the Sustainability Appraisal have confirmed that sites within Areas A and B are the most sustainable locations for development to meet Oxford's unmet needs.

In addition to their overall sustainability, sites were considered for their suitability in meeting the Plan's vision and objectives. Sites within the Green Belt have been considered due to the absence of other suitable alternatives.

How the identified issues have been taken into account

- The Proposed Submission Plan consider sites of two or more hectares within Areas of Search Options A and B as these areas are considered to be most suitable for Oxford's needs.
- The evidence base including the Sustainability Appraisal and the outcome of the consultation suggest that Options C to I were not considered to be suitable with the reasons listed in Section 2 of the Proposed Submission Plan.
- The 41 sites within Areas of Search Options A and B were considered and assessed through the consideration of range of evidence including landscape, transport, land availability, flood risk and green belt studies. Feedback from the consultation was also considered.

Question 19 Initial Transport Assessments – Key Findings for Strategic Development Sites

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

The Transport Assessment which accompanies the proposed Submission Partial Review summarises the representations made to the Initial Transport Assessment (November 2016) and provides responses to the representations.

How the identified issues have been taken into account

- The Transport Assessment was considered when preparing the Proposed Submission Plan.

Q 20 Initial Sustainability Appraisal – Key Findings for Strategic Development Sites

The Sustainability Appraisal which accompanies the Proposed Submission Partial Review summarises the representations made to the Initial Sustainability Appraisal (November 2016) and provides responses to the representations.

How the identified issues have been taken into account

- The Sustainability Appraisal was considered when preparing the Proposed Submission Plan.

Q.21 Evidence Base

A number of comments were made in response to this question.

The largest number of comments relate to the SHMA, including that from Kidlington PC. The general view was that the SHMA should be updated to take in to account, for example, recent changes in the economy and BREXIT.

Oxfordshire CC suggests that wider strategies in 'Connecting Oxfordshire' should be taken in to account.

Historic England was of the view that there should be more historic environment evidence.

The Environment Agency noted that it was proposed to undertake a water cycle study, a Strategic Flood Risk Assessment, and a flood risk sequential test.

Other responses include:

- Identify and develop brownfield sites.
- Green Belt Review and justification for development in the green belt.
- Wishes of local people should be a priority.
- Cost of each development should be evaluated.
- Flooding issues.
- Health provision needs to be considered.
- Fails to consider all reasonable alternatives.
- Lack of evidence about environmental and social impacts.

- Need Landscape Sensitivity and Capacity Assessment, Transport Assessment, the HELAA, and the Strategic Development Sites – Place Shaping Principles and Capacity Assessment.

Officer Response

The SHMA remains the most up-to-date objective assessment of housing need for the housing market area.

The Plan has been informed by a significant evidence base which includes Landscape Sensitivity and Capacity Assessment; HRA Assessment, Transport Assessment, HELAA, Green Belt Studies, Sustainability Appraisal, SFRA Level 1 and Level 2, Water Cycle Study, Flooding Sequential Test, Ecological Impact Study, and Plan Viability Study.

Historic environment evidence has been taken in to account in the site selection process and has informed site specific policy requirements.

The requirements of the Oxfordshire Clinical Commissioning Group have been taken in to account in the site selection process.

How the identified issues have been taken into account

- The Proposed Submission Plan has been prepared taking into account a range of evidence base such as Landscape Sensitivity and Capacity Assessment, Transport Assessment, Green Belt Studies, Sustainability Appraisal, flooding, etc.
- The evidence base studies will be made available on the Council’s website at www.cherwell.gov.uk/planningpolicy.

Q.22 Five Year Land Supply Start Date

Approximately 100 comments were made in response to this question. The majority of responses thought that the 2021 start date was reasonable, including Oxfordshire CC, West Oxfordshire DC and Kidlington PC.

There were however a significant number of representations which did not agree with this approach. Comments made included:

- Houses should be built in response to actual not projected need.
- The market will best respond to the deliverability of sites.
- Timescale too short for the necessary infrastructure to be in place.
- The start date for delivery should be the date of adoption of the Partial Review Local Plan.
- Should start as soon as possible to ensure needs are met by 2031.
- A start date of 2021 is not justified and is inconsistent with Government policy.
- Should not preclude an earlier commencement should a development be in a position to offer it.

- Concern expressed that Oxford's unmet need will result in putting Cherwell's 5 year land supply at risk.
- 2021 is unduly optimistic.
- Ring fencing of a specific supply for Oxford is required to avoid harm to the Cherwell strategy.

Officer Response

The Oxfordshire Growth Board has agreed upon a common assumed start date of 2021. This recognised the complexity of the issues involved and allowed for reasonable 'lead-in' times.

2021 is a reasonable start date due to the fact that there is no pre-existing housing supply in the pipeline that has been planned to meet Oxford's needs.

Infrastructure delivery is critical and there is a need to ensure that the necessary provision to support the additional development is made.

How the identified issues have been taken into account

- The Proposed Submission Plan proposes the five year land supply start date of 2021 as agreed by the Oxfordshire Growth Board. This recognises the complexity of the issues involved and to allow for reasonable 'lead-in' times.

Q.23 Maintaining a Five Year Land Supply.

There were approximately 90 responses to this question. Most respondents agreed that phasing was necessary but many of the developers/site promoters/agents raised concerns. Oxfordshire CC recommended that, wherever possible, health and wellbeing facilitating infrastructure is included in the earliest phases of development.

Comments included:

- An alternative strategy would be to allocate a range of sites across existing settlements which will appeal to a range of different developers.
- Phasing can constrain housing delivery and cause further delays to site delivery.
- Delivery is slowed by the planning process and market demand.
- Phasing for sites of less than 200 units is not appropriate.
- Would welcome provision to allow earlier release of sites if planned strategic sites do not come forward as expected.
- Phasing is unlikely to promote developer competition and will not assist the maintenance of a 5 year housing supply.
- Phasing could positively assist delivery.
- Seeking to restrict the delivery of new homes against market demand would be counterproductive.
- There is no reference in Government policy or guidance that the phased release of strategic sites is a mechanism through which a 5 year housing land supply can be maintained.

- The ability of developers to land bank sites must be prevented.
- Land releases should be phased to ensure that there is no over development if requirements should change.

Officer Response

The Partial Review is a focused Plan to help meet the identified unmet needs of Oxford. It is therefore appropriate and necessary that the monitoring of housing supply for Oxford's needs is undertaken separately from that for Cherwell and only housing supply that meets the vision and objectives for Oxford is approved.

The Partial Review is a time limited plan. It has been prepared for a specific purpose and to ensure delivery by 2031.

Detailed phasing and infrastructure requirements are included within the site specific policies in the Plan.

The Council cannot control the rate at which houses are delivered by the market.

How the identified issues have been taken into account

- A housing trajectory is included in Appendix 3 of the Proposed Submission Plan which sets out the anticipated delivery rates of the proposed strategic development sites. This also includes a five year housing land supply calculation.

Q.24 Monitoring Delivery

Oxford City Council states that there needs to be a distinction in monitoring between the housing for Cherwell and that for the City.

Shipton on Cherwell and Thrupp PC suggest that a specialist design and development team should be created tasked with the overall integration, design and delivery of the sites.

CPRE Oxfordshire believes that an Oxfordshire Structure Plan is now urgently required.

Other responses to this question include:

- How will the housing be allocated with regards to local residents and those for Oxford?
- It should conform to NPPF.
- Traffic generation remains a central issue.
- Council should take more notice of local opinion, present proposals better and allow more time for consideration.
- The creation of a London corridor should be avoided.
- Specific measures should be introduced to monitor delivery and to allow for adaption of the Plan if sites are not delivered in the anticipated timescale.
- The monitoring approach should be set out in the Plan.
- A missing component is the regeneration of Kidlington.

- Development should be capable of providing mixed and balanced sustainable communities.
- Affordable housing target should be 50%.
- An annual performance review should be published.
- Restrict buy-to-lets.
- Necessary infrastructure needs to be in place.
- Government should put a national housing policy in place.
- There are credible and effective alternatives to housing development in the green belt.

Officer Response

The Partial Review is a focused Plan to help meet the identified unmet needs of Oxford. It is therefore appropriate and necessary that the monitoring of housing supply for Oxford's needs is undertaken separately from that for Cherwell and only housing supply that meets the vision and objectives for Oxford is approved.

A number of indicators will be used to measure the effectiveness of the policies in the Plan. These will be reported in the Council's Annual Monitoring Report.

The progress in delivering support infrastructure will also be reported annually.

The Oxfordshire Growth Board has agreed, in principle, to prepare a spatial plan for Oxfordshire on a joint basis.

How the identified issues have been taken into account

- Monitoring and securing delivery is explained in Section 6 of the Proposed Submission Plan.

Appendices

- 1. Public Notice**
- 2. Consultation letters/emails**
- 3. Consultation Summary Leaflet**
- 4. Consultation Poster**
- 5. Representation Form**
- 6. Oxfordshire Growth Board – Signed Memorandum of Co-operation**
- 7. Town and Parish Council Workshops – Attendees and Main Issues Raised**
- 8. Stakeholder Workshop – Attendees and Main Issues Raised**
- 9. List of Attendees: Cherwell Local Strategic Partnership (27 April 2017)**
- 10. Representations to the Options Consultation**



DISTRICT COUNCIL
NORTH OXFORDSHIRE

PLANNING POLICY CONSULTATIONS
14 NOVEMBER 2016 TO 9 JANUARY 2017

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

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

Community Infrastructure Levy (CIL) Draft Charging Schedule

A CIL Draft Charging Schedule is being published for consultation. CIL is a planning charge introduced as a mechanism for local authorities to help deliver infrastructure to support the development of their area. The Draft Charging Schedule sets out the proposed CIL rates and the geographical areas for the three residential rates.

Draft Developer Contributions Supplementary Planning Document (SPD)

A new Draft Developer Contributions SPD is being published for consultation. The purpose of the SPD is to set out the Council's approach to seeking Section 106 planning obligations and their operation alongside the emerging Community Infrastructure Levy (CIL).

Document Locations

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

Hard copies at the locations below during opening hours:

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

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

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

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

Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS

Monday – Thursday 9am – 5pm, Friday 9am – 4pm

Bicester Library, Franklins House, Wesley Lane, Bicester, OX26 6JU

Monday 9.30am – 7pm, Tuesday 9.30-5pm, Wednesday and Thursday 9.30am – 7pm, Friday 9.30am – 5pm, Saturday 9am-4.30pm

Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP

Monday 9.30am – 5pm, Tuesday 9.30am – 7pm, Wednesday 9.30am – 1pm, Thursday 9.30am – 5pm, Friday 9.30am – 7pm, Saturday 9.00am – 4.30pm

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS

Tuesday: 10 am – 12 noon & 3 – 7pm, Thursday: 2pm – 5pm & 6 – 7pm, Friday: 10am – 12 noon & 2 pm – 5pm, Saturday: 9.30 am – 1pm

Deddington Library, The Old Court House, Horse Fair, Deddington, Oxon. OX15 0SH

Monday 2pm - 5pm, 5.30pm - 7pm, Wednesday 9.30am - 1pm, Thursday 2pm - 5pm, 5.30pm - 7pm, Saturday 9.30am - 1pm

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH

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Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB

8.45am (10am Wednesday) to 5.15pm Monday to Friday

The Partial Review documents will also be available at:

Oxford City Council, St Aldate's Chambers, 109 St Aldates, Oxford, OX1 1DS

Monday to Thursday 9am - 5pm, Friday 9am - 4.30pm

Old Marston Library, Mortimer Hall, Oxford Road, Old Marsden, Oxford, OX3 0PH

Tuesday 2pm - 5pm, 5.30pm - 7pm, Thursday 2pm - 5pm and 5.30pm - 7pm, Friday 10am - 12pm and 2pm - 5pm, Saturday 9.30am - 12.30pm

Summertown Library, South Parade, Summertown, Oxford, OX27JN Monday 9am - 5.30pm, Tuesday 9.30am - 7pm, Thursday 9.30am - 7pm, Friday 9.30am - 5.30pm, Saturday 9am - 4.30pm

Submitting Comments

Comments on the Partial Review Options Paper, the Interim Sustainability Appraisal Report, CIL Draft Charging Schedule or Draft Developer Contributions SPD should be sent to:

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

Or by post to:

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

Comments should be received no later than Monday 9 January 2017. Any comments received will be made publicly available.

S SMITH, CHIEF EXECUTIVE

Strategic Planning & the Economy

Adrian Colwell – Head of Strategic Planning & the Economy



DISTRICT COUNCIL
NORTH OXFORDSHIRE

*Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA*

www.cherwell.gov.uk

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

11 November 2016

Dear Sir/Madam

Notification of Planning Policy Consultations:

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

Community Infrastructure Levy (CIL) Draft Charging Schedule

Draft Developer Contributions Supplementary Planning Document (SPD)

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

You have been sent this notification as your contact details are on our Local Plan database. If you no longer wish to be informed of our planning policy consultations then please let us know by telephoning 01295 227985 or by emailing planning.policy@cherwell-dc.gov.uk.

Please note that we now have a separate email address for consultation responses. This is PlanningPolicyConsultation@cherwell-dc.gov.uk. Hard copies can still be posted.

Yours faithfully

David Peckford

David Peckford
Planning Policy Team Leader

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14 NOVEMBER 2016 TO 9 JANUARY 2017**

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S SMITH, CHIEF EXECUTIVE

PlanningPolicyConsultation

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

Dear Sir/Madam

Notification of Planning Policy Consultations:

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

Community Infrastructure Levy (CIL) Draft Charging Schedule

Draft Developer Contributions Supplementary Planning Document (SPD)

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

You have been sent this notification as your contact details are on our Local Plan database. If you no longer wish to be informed of our planning policy consultations then please let us know by telephoning 01295 227985 or by emailing planning.policy@cherwell-dc.gov.uk.

Please note that we now have a separate email address for consultation responses. This is PlanningPolicyConsultation@cherwell-dc.gov.uk. Hard copies can still be posted.

Yours faithfully

David Peckford

David Peckford
Planning Policy Team Leader

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

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

Community Infrastructure Levy (CIL) Draft Charging Schedule

A CIL Draft Charging Schedule is being published for consultation. CIL is a planning charge introduced as a mechanism for local authorities to help deliver infrastructure to support the development of their area. The Draft Charging Schedule sets out the proposed CIL rates and the geographical areas for the three residential rates.

Draft Developer Contributions Supplementary Planning Document (SPD)

A new Draft Developer Contributions SPD is being published for consultation. The purpose of the SPD is to set out the Council's approach to seeking Section 106 planning obligations and their operation alongside the emerging Community Infrastructure Levy (CIL).

Document Locations

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

Hard copies at the locations below during opening hours:

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

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

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

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

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

Bicester Library, Franklins House, Wesley Lane, Bicester, OX26 6JU
Monday 9.30am – 7pm, Tuesday 9.30-5pm, Wednesday and Thursday 9.30am – 7pm, Friday 9.30am – 5pm, Saturday 9am-4.30pm

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

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

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

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

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

Bicester LinkPoint, Franklins House, Wesley Lane, Bicester, OX26 6JU
8.45am (10am Wednesday) to 5.15pm Monday to Friday

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

The Partial Review documents will also be available at:

Oxford City Council, St Aldate's Chambers, 109 St Aldates, Oxford, OX1 1DS Monday to Thursday 9am -
5pm, Friday 9am - 4.30pm

Old Marston Library, Mortimer Hall, Oxford Road, Old Marsden, Oxford, OX3 0PH Tuesday 2pm - 5pm,
5.30pm - 7pm, Thursday 2pm - 5pm and 5.30pm - 7pm, Friday 10am - 12pm and 2pm - 5pm, Saturday
9.30am - 12.30pm

Summertown Library, South Parade, Summertown, Oxford, OX27JN Monday 9am - 5.30pm, Tuesday
9.30am - 7pm, Thursday 9.30am - 7pm, Friday 9.30am - 5.30pm, Saturday 9am - 4.30pm

Submitting Comments

Comments on the Partial Review Options Paper, the Interim Sustainability Appraisal Report, CIL Draft Charging Schedule or Draft Developer Contributions SPD should be sent to:

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

Or by post to:

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

Comments should be received no later than Monday 9 January 2017. Any comments received will be made publicly available.

S SMITH, CHIEF EXECUTIVE

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



Options Consultation - Summary Leaflet

November 2016

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

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

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

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

This leaflet includes information on:

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

- Identifying options
- Considering options
- Delivering options

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

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

Background to the Partial Review

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

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

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

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

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



The Oxfordshire Context

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

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

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

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

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

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

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

The Oxford Context

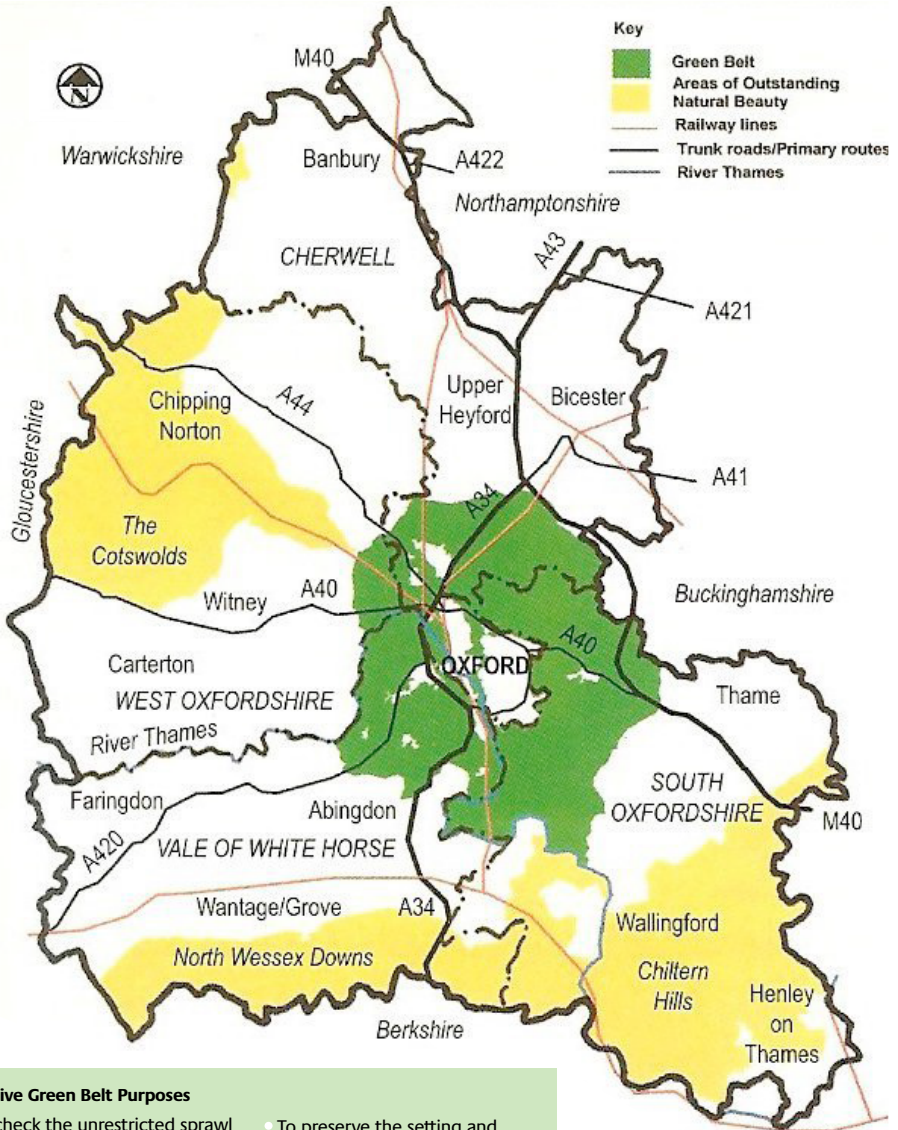
Oxford is a world-renowned historic city. As the only city in Oxfordshire it is the economic centre of the county.

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

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

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

The Oxford Green Belt



The Five Green Belt Purposes

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

Oxford is also working on a new Local Plan:

Oxford's New Local Plan - First Steps

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

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

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

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

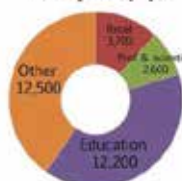
The **Local Transport Plan** and its **Oxford Transport Strategy** prepared by Oxfordshire County Council have a main aim to reduce pressure on the road network by encouraging the location of housing close to jobs where people can more easily walk or cycle to work and in places where people will be able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

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

Where do people work in Oxford?

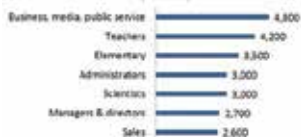
At the 2011 Census around 100,000 workers had their main job in Oxford, 46,000 of whom commuted from outside the city. Two thirds of these 100,000 workers were employed in one of three locations – the city centre, Headington or Cowley. This chart shows the types of industry and top occupations in each.

Industry of employer

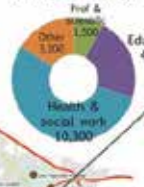


City Centre
31,400 workers

Top occupations



Industry of employer



Headington
19,100 workers

Top occupations



Cowley
15,200 workers

Industry of employer



Top occupations



Map © Crown Copyright and database right 2014. Ordnance Survey 100019340 | Data: 2011 Census, Office for National Statistics, using 'workplace zones'
Map Framework: Social Research Officer: 01865 252797 | mtranshum@oxford.gov.uk | www.oxford.gov.uk/about-us | Twitter: @OxCityStats | Sep 2014

www.oxford.gov.uk



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

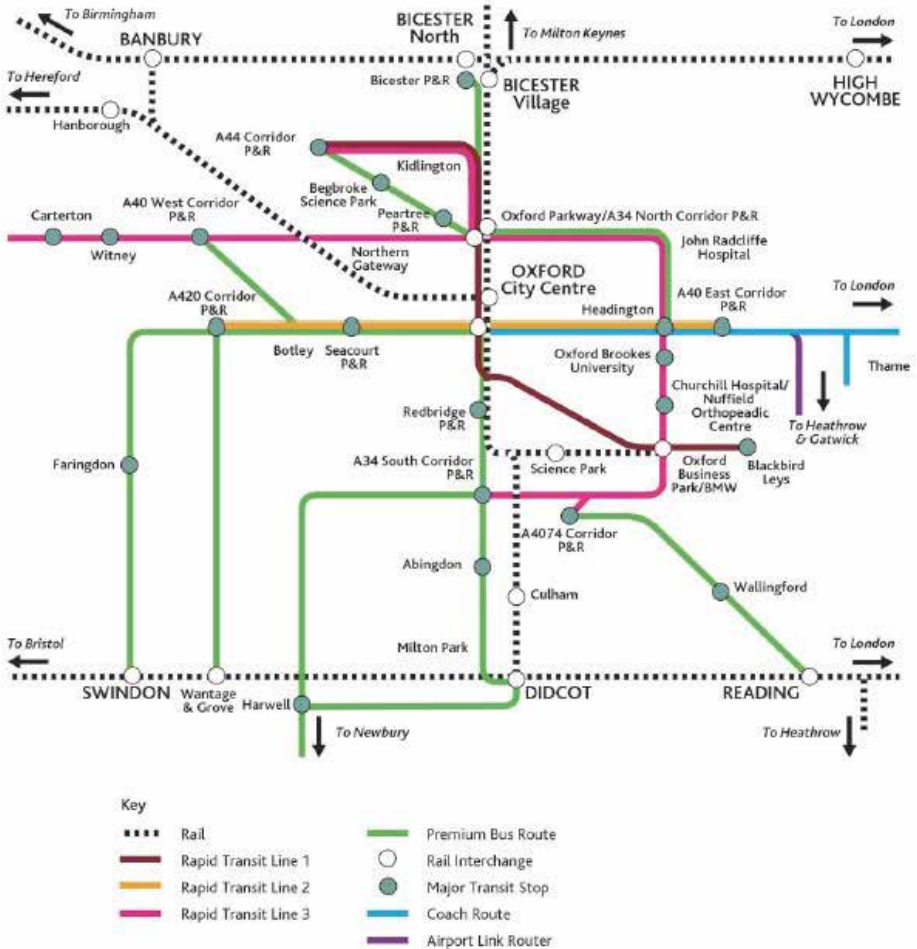
The County Council's strategy is to move Park and Ride facilities further away from Oxford to improve the operation of the A34 and other roads it intersects. Its Oxford Transport Strategy states that future housing and employment growth within Oxfordshire is set to

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

Q2. Spatial Relationship to Oxford

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

Rapid Transit lines



Source – Connecting Oxfordshire – Oxford Transport Strategy July 2016

Cherwell Context

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

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

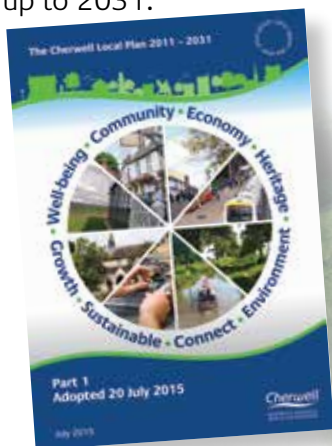
The adopted Cherwell Local Plan 2011-2031 sets out how the District will grow and change up to 2031.

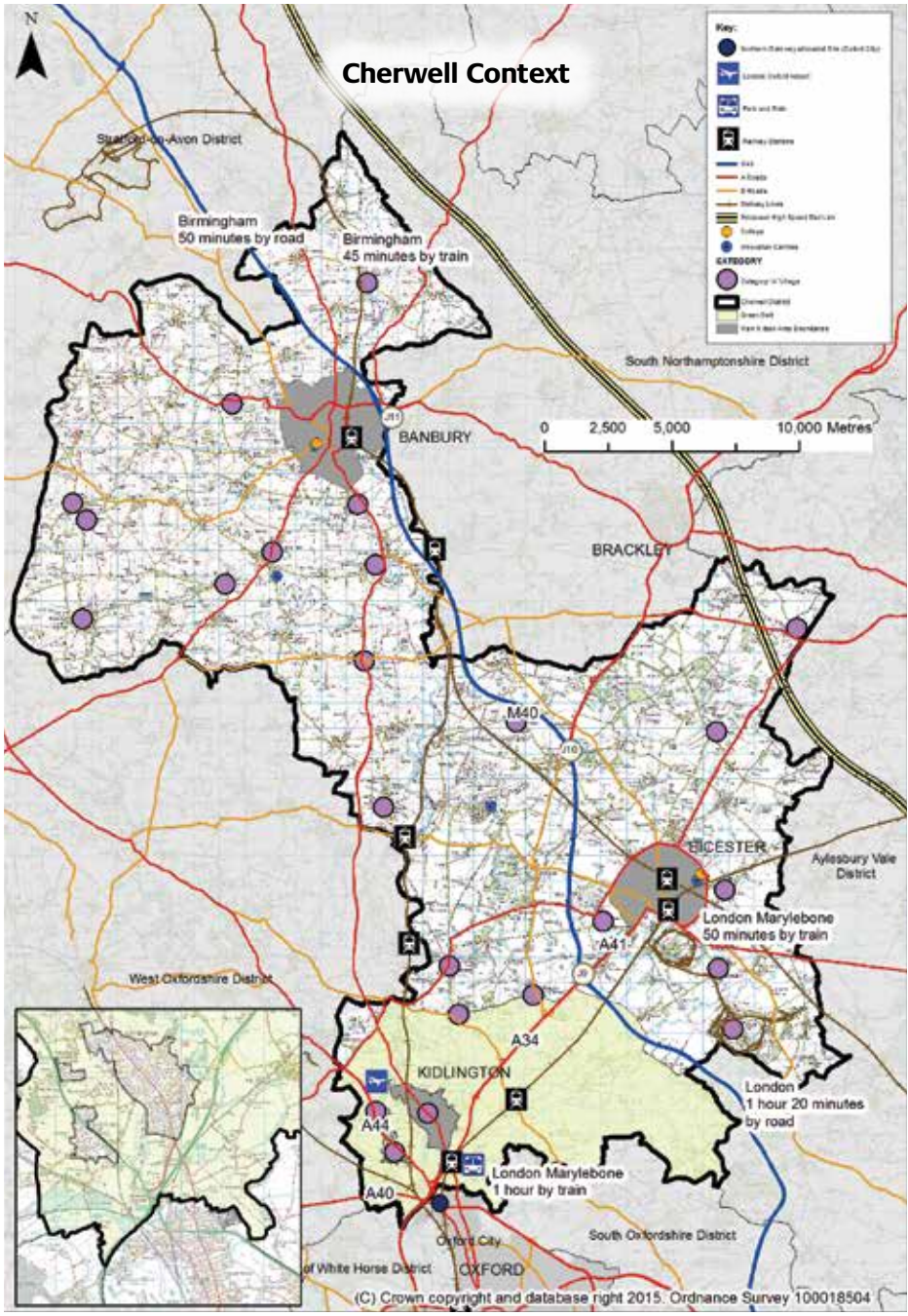
The approved Local Plan seeks to boost significantly the supply of housing to meet Cherwell's own needs – some 22,840 homes (2011-2031).

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

Q3. Cherwell Issues

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





Draft Vision and Objectives

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

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

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

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

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

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

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

Do you support the draft vision?
Are changes required?



Draft Strategic Objective SO16

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

Q5. Draft Strategic Objective SO16

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

Draft Strategic Objective SO17

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

Q6. Draft Strategic Objective SO17

Do you support draft Strategic Objective SO17?

Draft Strategic Objective SO18

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

Q7. Draft Strategic Objective SO18

Do you support draft Strategic Objective SO18?

Draft Strategic Objective SO19

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

Q8. Draft Strategic Objective SO19

Do you support draft Strategic Objective SO19?

Identifying Options

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

Areas of Search

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

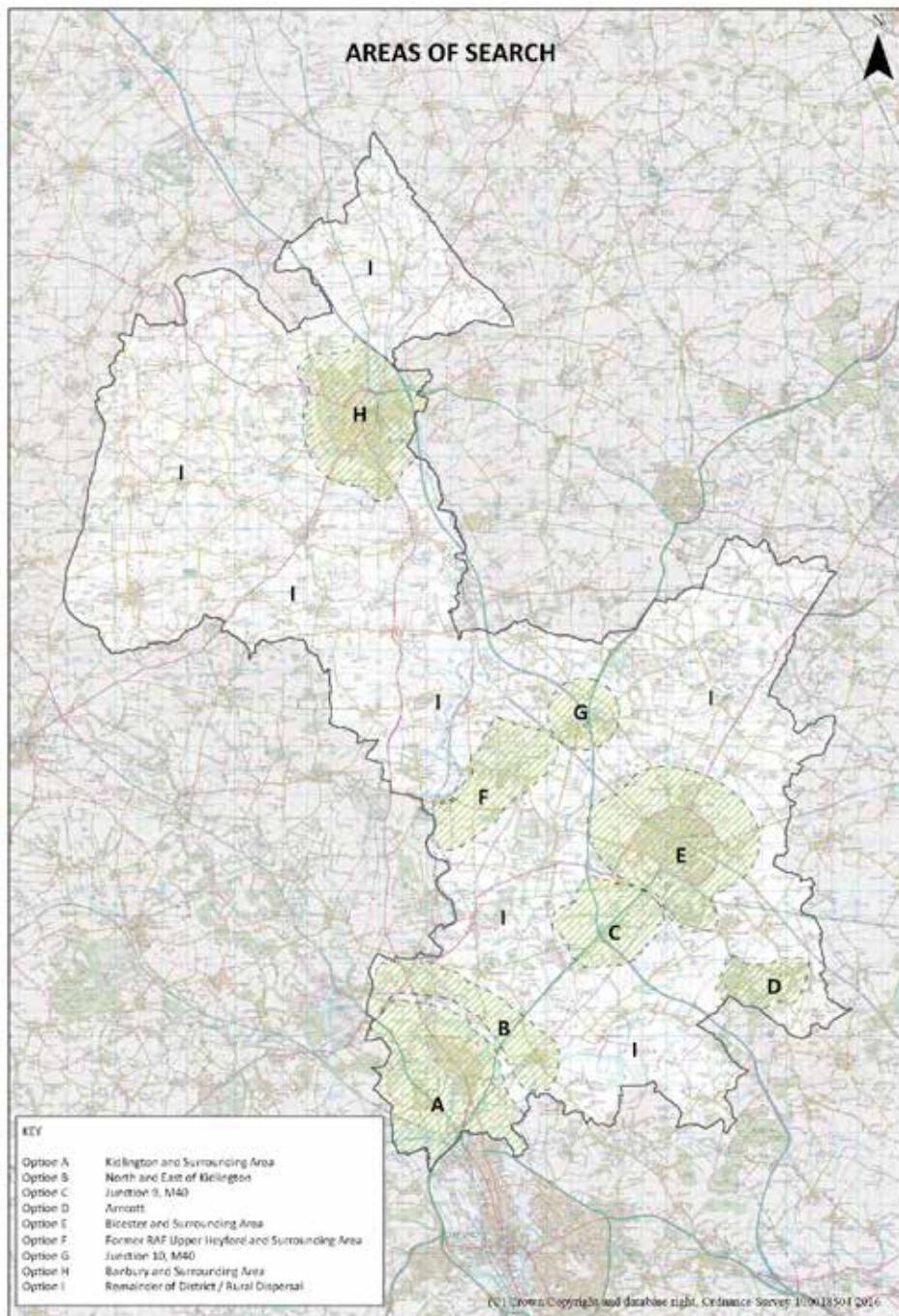
Option Ref.	Areas of Search
Option A	Kidlington and Surrounding Area
Option B	North and East of Kidlington
Option C	Junction 9, M40
Option D	Arcott
Option E	Bicester and Surrounding Area
Option F	Former RAF Upper Heyford and Surrounding Area
Option G	Junction 10, M40
Option H	Banbury and Surrounding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

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

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

Q9. Identifying Areas of Search

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



Potential Strategic Development Sites

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

Q10. Site Size Threshold

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

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

Q11. Identified Potential Strategic Development Sites

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

Q12. Site Promotions

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

There may be other sites that we need to consider.

Q13. Other Potential Strategic Development Sites

Are there any potential sites that we have not identified?

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

Q14. Representations and Submissions

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

Considering Options

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

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



Interim Transport Assessment



Initial Sustainability Appraisal

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

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

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

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

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

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

Q16. Areas of Search - Selection of Options

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

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

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

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

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

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

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

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

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

Q21. Evidence Base

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

Delivering Options

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

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

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

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

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

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

Q22. Five year land Supply Start Date

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

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

Q23. Maintaining a Five Year Land Supply

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

Q24. Monitoring Delivery

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

Have your say

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

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

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

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

Staffed Exhibitions

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

Please email your comments to:

PlanningPolicyConsultation@cherwell-dc.gov.uk

Or send by post to:

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

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

Your comments should be headed 'Partial Review Options Consultation'

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

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

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

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

Any comments received will be made publicly available.

Next Steps

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

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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



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

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

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

Public Consultation

14 November 2016 to 9 January 2017

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



Options Consultation - Your Chance to Comment

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

It would like your views in preparing the Review.

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

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

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

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

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

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



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

Hear more details Speak to Cherwell officers at public exhibitions:

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

your place • your space
• your say

Have
your say

Submit your comments to:

PlanningPolicyConsultation@cherwell-dc.gov.uk

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

For more information call 01295 227985

Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

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

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

Representation Form

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

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

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

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

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

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

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

Please complete one box/sheet per question.

Representations must be received by Monday 9 January 2017

Visit www.cherwell.gov.uk/planningpolicyconsultation

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

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

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

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

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

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

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

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

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

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

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

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

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

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

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

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

<p>Please continue on another sheet if necessary.</p>
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LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 16 – Areas of Search – Selection of Options	Do you agree with all of the Areas of Search being considered reasonable?
<p>Please use this space to enter your comments.</p>	
<p>Please continue on another sheet if necessary.</p>	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 17 – Initial Sustainability Appraisal - Key Findings for Areas of Search	Do you have any comments on the Initial Sustainability Appraisal and its findings for Areas of Search?
<p>Please use this space to enter your comments.</p>	
<p>Please continue on another sheet if necessary.</p>	

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

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

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

<p>Please continue on another sheet if necessary.</p>
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LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 21 – Evidence Base	Do you have any comments on our evidence base? Are there any other pieces of evidence that we need to consider?
Please use this space to enter your comments.	
<p>Please continue on another sheet if necessary.</p>	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER	
Question 22 – Five Year Land Supply Start Date	Is 2021 a justified and appropriate start date for being required to meet Oxford's housing needs and to deliver a five-year supply?
Please use this space to enter your comments.	
<p>Please continue on another sheet if necessary.</p>	

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

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

Please continue on another sheet if necessary.

LOCAL PLAN PART 1 PARTIAL REVIEW – OPTIONS CONSULTATION PAPER

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

Please continue on another sheet if necessary.

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

Initial Sustainability Appraisal Report

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

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

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

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

Meeting the Objectively Assessed Need for Housing in Oxfordshire

1.0 Introduction

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

2.0 The Oxfordshire Housing Market Area

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

3.0 Demonstrating the Duty to Co-operate

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

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

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

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

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

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

4.0 Timetable for implementation

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

Cherwell District Council

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

Oxford City Council

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

South Oxfordshire District Council

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

Vale of White Horse District Council

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

West Oxfordshire District Council

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


5.0 Conclusion

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

Signed on behalf of

Cherwell DC..... 

Oxford City Council..... 

Oxfordshire County Council..... 

Vale of White Horse DC..... 

West Oxfordshire DC..... 

Cherwell District Council- Local Plan Part 1-Partial Review

Developer Contributions and CIL

Parish Workshop (Bicester) Wednesday 7 December 2016

6pm – 8pm

Purpose:

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

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

Agenda:

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

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

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

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

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

Table 1

Partial Review – Context/Approach

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

Draft Vision and Strategic Objectives

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

Considering and Delivering Options

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

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

Developer Contributions SPD and CIL

- SW gave a brief introduction and description of these documents

Summary of Key Issues

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

Table 2

Partial Review – Context/Approach

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

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

Draft Vision and Strategic Objectives

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

Considering and delivering Options

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

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

Developer Contributions SPD and CIL

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

Summary of Key Issues

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

Table 3

Partial Review – Context/Approach

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

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

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

Draft Vision and Strategic Objectives

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

Considering and Delivering Options

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

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

Developer Contributions and CIL

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

Summary of Key Issues

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

Table 4

Partial Review – Context / Approach

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

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

Draft Vision and Strategic Objectives

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

Considering and delivering Options

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

Developer Contributions SPD and CIL

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

Summary of Key Issues

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

Cherwell District Council- Local Plan Part 1-Partial Review

Developer Contributions and CIL

Parish Workshop (Banbury) Monday 12 December 2016

6pm – 8pm

Purpose:

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

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

Agenda:

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

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

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

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

		Stoke Lyne
		Steeple Aston

Table 1

Partial Review – Context/Approach

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

Draft Vision and Strategic Objectives

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

Considering and Delivering Options

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

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

Developer Contributions and CIL

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

Summary of Key Issues

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

Table 2

Partial Review – Context/Approach

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

Draft Vision and Strategic Objectives

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

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

Considering and Delivering Options

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

Developer Contributions SPD and CIL

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

Summary of Key Issues

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

Table 3

Partial Review – Context / Approach

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

Draft Vision and Strategic Objectives

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

Considering and delivering Options

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

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

Developer Contributions SPD and CIL

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

Summary of Key Issues

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

Question

Are garages included in CIL?

Answer

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

Table 4

Partial Review – Context/Approach

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

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

Draft Vision and Strategic Objectives

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

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

Considering and Delivering Options

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

Developer contributions SPD and CIL

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

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

Summary of Key Issues

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

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

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

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

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

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

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

Main priorities raised by the participants focused on:

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

1.2 Local Plan Part1 Partial Review: Context/Approach

Main comments on LP1 Partial Review context and approach included:

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

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

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

1.3 Draft Vision and Strategic Objectives

Main comments on LP1 Partial Review context and approach included:

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

1.4 Considering and delivering Options

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

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

1.5 Developer Contributions SPD and CIL Draft Charging Schedule

Main comments Developer Contributions SPD and CIL included:

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

Appendix 1 – Detailed list of main points raised by topic

Stakeholders' main issues arising from the consultations

Democratic process and strategic matters

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

Infrastructure

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

Location of development

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

2. Partial Review: Context/Approach

Approach to Growth

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

SHMA, housing need and apportionment

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

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

Green Belt and Kidlington Gap

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

Deliverability

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

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

Infrastructure

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

Location

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

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

Other

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

3. Draft Vision and Strategic Objectives

Vision

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

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

Objectives

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

4. Considering and delivering Options

Approach

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

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

Infrastructure

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

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

Delivery

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

5. Developer Contributions SPD and CIL

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

List of Attendees: Cherwell Local Strategic Partnership 27 April 2017

Present

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

Guest Speakers

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

Apologies

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

Officers

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