

Public Document Pack

Cherwell District Council

Executive

Minutes of a meeting of the Executive held as a virtual meeting, on 7 September 2020 at 5.30 pm

Present: Councillor Barry Wood (Chairman), Leader of the Council
Councillor George Reynolds (Vice-Chairman), Deputy Leader of the Council

Councillor Colin Clarke, Lead Member for Planning
Councillor Ian Corkin, Lead Member for Customers and Transformation
Councillor John Donaldson, Lead Member for Housing
Councillor Tony Ilott, Lead Member for Financial Management and Governance
Councillor Andrew McHugh, Lead Member for Health and Wellbeing
Councillor Richard Mould, Lead Member for Performance
Councillor Lynn Pratt, Lead Member for Economy, Regeneration and Property
Councillor Dan Sames, Lead Member for Clean and Green

Also Present: Councillor Sean Woodcock, Leader of the Labour Group

Officers: Yvonne Rees, Chief Executive
Stephen Chandler, Corporate Director Adults & Housing Services
Steve Jordan, Corporate Director Commercial Development, Assets & Investment & (Interim) Monitoring Officer
Claire Taylor, Corporate Director Customers and Organisational Development
David Peckford, Assistant Director: Planning and Development
Lorna Baxter, Director of Finance & Section 151 Officer
Maria Dopazo, Acting Planning Policy, Conservation & Design Manager
Chris Thom, Principal Planning Policy Officer
Yuen Wong, Principal Planning Policy Officer
Sharon Whiting, Principal Planning Policy Officer
Natasha Clark, Governance and Elections Manager

41 **Declarations of Interest**

There were no declarations of interest.

42 **Petitions and Requests to Address the Meeting**

There were no petitions or requests to address the meeting.

43 **Minutes**

The minutes of the meeting held on 20 August 2020 were agreed as a correct record, to be signed by the Chairman in due course.

44 **Chairman's Announcements**

There were
no Chairman's announcements.

45 **Monthly Performance, Finance and Risk Monitoring Report - July 2020**

The Director of Finance and Head of Insight and Corporate Programmes submitted a report which summarised the Council's Performance, Risk and Finance monitoring position as at the end of the first quarter.

Resolved

- (1) That the Performance, Risk and Finance Monitoring report at July 2020 be noted.

Reasons

The Council is committed to performance, risk and budget management and reviews progress against its corporate priorities on a monthly basis.

This report provides an update on progress made during July 2020 to deliver the Council's priorities through reporting on Performance, the Leadership Risk Register and providing an update on the financial position.

Alternative options

Option 1: This report illustrates the Council's performance against the 2020-21 business plan. As this is a monitoring report, no further options have been considered. However, members may wish to request that officers provide additional information.

46 **Partial Review of the Cherwell Local Plan 2011-2031 - Oxford's Unmet Housing Need: Inspector's Report and Plan Adoption**

The Assistant Director - Planning and Development submitted a report to consider the Inspector's Report on the Examination of the Partial Review of the Cherwell Local Plan 2011-2031 - Oxford's Unmet Housing Need (the Partial Review Plan) and to make recommendations to Council on the adoption of the Plan.

In introducing the report the Lead Member for Planning commended and thanked the Assistant Director Planning and Development, the Acting Manager Planning Policy, Conservation and Design and the Planning Policy Team for their hard work on the Cherwell Local Plan and partial review.

Resolved

- (1) That the conclusions of the Inspector's Report be noted and the Inspector's recommended Main Modifications be endorsed (Annex to the Minutes as set out in the Minute Book).
- (2) That the incorporation of the minor modifications as set out in the Annex to the Minutes (as set out in the Minute Book) be endorsed.
- (3) That the necessary changes to the Housing Trajectory and Infrastructure Schedule (Annexes to the Minutes as set out in the Minute Book) arising from the Inspector's recommendations and Main Modifications be noted.
- (4) That the Equalities Impact Assessment (Annex to the Minutes as set out in the Minute Book) be noted.
- (5) That the final Policies Maps (Annex to the Minutes as set out in the Minute Book) be noted.
- (6) That Full Council be recommended to adopt the Partial Review of the Cherwell Local Plan (Annex to the Minutes as set out in the Minute Book).
- (7) That Full Council be recommended to delegate to the Assistant Director – Planning and Development the publication of an updated Adopted Policies Map to illustrate graphically the application of policies contained in the adopted development plan.
- (8) That Full Council be recommended to delegate to the Assistant Director – Planning and Development, the correction of minor spelling, grammatical or typographical errors and any minor improvements from a presentational perspective prior to the publication of the Local Plan.
- (9) That Full Council be recommended to authorise the Assistant Director – Planning and Development to publish the Sustainability Appraisal Adoption Statement and Local Plan Adoption Statement (Annexes to the Minutes as set out in the Minute Book).

Reasons

The Partial Review of the Local Plan is an important part of the Council's Local Development Scheme. Its completion would enable the Council to fulfil its commitment in paragraph B.95 of the adopted Cherwell Local Plan (2015). It would draw to a conclusion a significant period of concerted, cooperative work and provide certainty for the affected communities, notwithstanding the concerns of many who have objected to the development proposals.

Those objections have been considered by the Planning Inspector. He has considered why and how the Plan has been prepared, its proposals and its likely effects. He has considered the case against the Plan, including through public hearings.

The purpose of the Plan is clear - to provide housing to meet identified need. The plan would provide 4,400 homes including 2200 homes as affordable housing. It would ensure that this happens in the area of the district most suitable for responding to the source of that need. Completion of the Plan would provide certainty of supply. The Plan is supported by significant proposals for sustainable transport, the delivery of green infrastructure and net gains in biodiversity. It seeks to provide the opportunity for distinctive place-shaping.

It has now been clearly stated by the appointed Planning Inspector that, with Main Modifications (as proposed by the Council), the Plan is sound. It has been prepared in accordance with necessary regulatory, procedural and national policy requirements. It had been informed by cooperation and engagement with prescribed bodies and a process of sustainability appraisal. An evidenced led process has been followed.

It is therefore the view of officers that the Partial Review of the Local Plan, incorporating Main and Minor Modifications, would appropriately and sustainably deliver on the Council's commitment.

Officers advise that the Inspector's recommendations should be accepted, that the Main and Minor Modifications be endorsed, and that the Plan proceeds to Council for adoption.

Alternative options

Option 1: To proceed to adoption of the Local Plan with the Inspector's Main Modifications only.

This option was rejected as this would fail to address minor matters of clarification, updating and corrections, which together do not materially affect the policies but without which the Plan would be of lesser quality.

Option 2: Reject the Inspector's Main Modifications and not proceed to adoption of the Plan.

This option was rejected as the Inspector has recommended all of the Main Modifications proposed by the Council.

Plan making is a crucial part of the planning process and the Secretary of State may direct a local authority to make a plan to ensure that the planning process in any area is properly administered (Section 27, Planning and Compulsory Purchase Act 2004 as amended).

Urgent Business

There were no items of urgent business.

Executive - 7 September 2020

The meeting ended at 6.05pm

Chairman:

Date:



The Planning Inspectorate

Report to Cherwell District Council

by Paul Griffiths BSc(Hons) BArch IHBC
an Inspector appointed by the Secretary of State

Date: 6 August 2020

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the Cherwell Local Plan 2011 - 2031 (Part 1) Partial Review – Oxford's Unmet Housing Need

The Plan was submitted for examination on 5 March 2018

The examination hearings were held on 28 September 2018 and 5, 6, 12 and 13 February 2019

File Ref: PINS/C3105/429/5

Contents

Abbreviations used in this report	page 3
Non-Technical Summary	page 4
Introduction	page 5
Plan Context	page 6
Public Sector Equality Duty	page 6
Assessment of Duty to Co-operate	page 6
Assessment of Other Aspects of Legal Compliance	page 7
Assessment of Soundness	
Issue 1 – Housing Figures	page 8
Issue 2 – Vision and Spatial Strategy	page 9
Issue 3 – Exceptional Circumstances	page 11
Issue 4 – The Allocations	page 12
Issue 5 – The Ramifications of Deleting Policy PR10	page 13
Issue 6 – The Remains of the Allocation Policies	page 18
Issue 7 – Supporting Policies	page 24
Overall Conclusion and Recommendation	page 30
Schedule of Main Modifications	Appendix

Abbreviations used in this report

DtC	Duty to Co-operate
GI	Green Infrastructure
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
Local Plan 2015	The Cherwell Local Plan adopted in 2015
MM	Main Modification
The Framework	The National Planning Policy Framework (2012)
OGB	Oxfordshire Growth Board
The Plan	The Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need
PPG	Planning Practice Guidance
SHMA 2014	Strategic Housing Market Assessment 2014
SHLAA	Strategic Housing Land Availability Assessment
SA	Sustainability Appraisal
SSSI	Site of Special Scientific Interest

Non-Technical Summary

This report concludes that the Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need (the Plan) provides an appropriate basis for the District to meet its commitment to dealing with the unmet housing need of the City of Oxford, provided that a number of main modifications (MMs) are made to it. Cherwell District Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared a schedule of proposed modifications and carried out sustainability appraisal (SA) of them, alongside a series of other assessments, including an addendum Habitats Regulations Assessment (HRA), and a second Addendum to the Green Belt Study. The MMs were subject to public consultation over a six-week period. I have recommended their inclusion in the Plan after considering the SA and associated assessments and studies, and all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- MMs to address the deletion of the Policy PR10 (Woodstock) allocation;
- MMs required to address the resulting shortfall in housing;
- MMs to ensure the allocation policies function effectively;
- MMs to make effective the supporting policies; and
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This report contains my assessment of the Cherwell Local Plan 2011 – 2031 (Part 1) – Oxford’s Unmet Housing Need (the Plan) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan’s preparation has complied with the duty to co-operate (DtC). It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2012 (paragraph 182) (the Framework) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The revised National Planning Policy Framework was published in July 2018 and further revised in February 2019. It includes a transitional arrangement in paragraph 214 which indicates that, for the purpose of examining this Plan, the policies in the 2012 Framework will apply. Similarly, where the Planning Practice Guidance (PPG) has been updated to reflect the revised Framework, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 Framework and the versions of the PPG which were extant prior to the publication of the 2018 Framework.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any MMs necessary to rectify matters that make the Plan unsound and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM 1, MM 2** etc, and are set out in full in the attached Appendix with my (very minor) changes in ~~strikethrough~~ for deletions and **red** for additions.
4. Following the examination hearings, the Council prepared a schedule of proposed MMs and alongside that produced a Cherwell Green Belt Study (Second Addendum); a Cherwell Water Cycle Study Addendum; Ecological Advice Cumulative Impacts Addendum; HRA Stage 1 and Stage 2 Addendum; a Landscape Analysis for Policy PR9; a Transport Assessment Addendum; a Site Capacity Sense Check; a Local Plan Viability Assessment Addendum; a Policy PR7b Highways Update; a SA Addendum (including a non-technical summary); a Statement of Consultation Addendum; additional information on the significance of trees; an Equality Impact Assessment; and a DtC Addendum. The MM schedule and its attendant documentation was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the annotated map in Appendix 1

to the Plan, along with various, larger scale, policy-specific Policies Maps inserted in the text.

6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan’s policies require further corresponding changes to be made to the policies map. These further changes to the policies map were published for consultation alongside the MMs and given a MM number. I have included them, in the interests of clarity, in the Schedule of Main Modifications in the Appendix to this report, but I have amplified their wording to reflect the fact that revised versions of the various Policies Maps are not attached to this report, but can be found in the submitted modifications.
7. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan’s policies, the Council will need to update the adopted policies map to include all the changes published alongside the MMs. I have referred to these in what follows below.

Context of the Plan

8. In the Cherwell Local Plan, adopted in 2015 (Local Plan 2015), the Council undertook to continue working with all other Oxfordshire authorities as part of the DtC to address the need for housing across the Housing Market Area (HMA). The authorities concerned had all understood that the City of Oxford might not be able to accommodate all of its housing requirement for the 2011-2031 period within its own boundaries.
9. The Local Plan 2015 made clear that if joint work revealed that the Council, and other neighbouring authorities, needed to meet additional need for Oxford, then this would trigger a ‘Partial Review’ of the Local Plan 2015. As set out below, that joint work has revealed just such a requirement. The resulting ‘Partial Review’ is the Plan under examination here.
10. It is useful to recognise too the challenges faced by the City of Oxford. It is the driver of the County’s economy and makes a significant contribution to the national economy. Alongside other constraints, the tightness of the Green Belt boundary around the city leads to intense development pressure because of the demand for market housing, the need for more affordable housing, and the parallel economic priority that must be given to key employment sectors.

Public Sector Equality Duty

11. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination, notably the provision of affordable housing.

Assessment of Duty to Co-operate

12. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan’s preparation.

13. In March 2014, prior to the publication of the Strategic Housing Market Assessment (SHMA 2014), the Oxfordshire Councils agreed a process, through a Statement of Cooperation, to address the SHMA’s conclusions on housing need, anticipating that there would be unmet need arising from Oxford. Prior to that date, the Councils concerned had been working together as the Spatial Planning and Infrastructure Partnership. This became the Oxfordshire Growth Board (OGB) – a joint committee of six Oxfordshire Councils alongside other bodies including Oxford Universities, the Environment Agency, Network Rail, and the Highways Agency.
14. In November 2014, the OGB agreed that there was limited capacity in Oxford to accommodate the homes required and the resulting shortfall would have to be provided for in neighbouring Districts. A joint work programme was agreed through the OGB for considering the level of that unmet housing need, and the manner in which it could be divided between neighbouring authorities.
15. Oxford City’s Strategic Housing Land Availability Assessment (SHLAA) set out the potential sources of supply in Oxford. After testing, the OGB agreed, in November 2015, that Oxford’s overall need was 28,000 homes and that 13,000 could be provided within the confines of Oxford itself. That left an unmet housing need for Oxford of 15,000 homes.
16. The OGB then went on to consider how that figure of 15,000 should be apportioned. This was informed by, amongst other things, a review of the urban capacity of Oxford, a Green Belt Study to assess the performance of the Oxford Green Belt against Green Belt purposes, and sustainability testing of spatial options. This led to a decision by the OGB that the final unmet need figure was 14,850 homes and of that total, Cherwell District should accommodate 4,400 homes. That figure forms the basis of the Plan before me.
17. I deal with the provenance of the figures below because they are a separate matter. In pure DtC terms, it is abundantly clear from the process set out above that the Council has engaged through the OGB, constructively, actively and on an on-going basis, in the preparation of the Plan. The duty has therefore been met.

Assessment of Other Aspects of Legal Compliance

18. The Plan has been prepared in accordance with the Council’s Local Development Scheme.
19. Consultation on the Plan and the MMs was carried out in compliance with the Council’s Statement of Community Involvement.
20. Sustainability Appraisal has been carried out and is adequate.
21. The HRA Stage 1 and Stage 2 Addendum, viewed alongside the original HRA sets out that a full assessment has been undertaken and that while the plan may have some negative impact which requires mitigation, that this mitigation has been secured through the Plan, as modified.

22. The Development Plan, that is this Partial Review viewed alongside the adopted Cherwell Local Plan 2015, includes policies to address the strategic priorities for the development and use of land in the area.
23. The Development Plan, taken as a whole, includes policies designed to ensure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change.
24. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

25. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified seven main issues upon which the soundness of this plan depends.
26. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, or policy criterion in the Plan.

Issue 1: Have the figures for Oxford’s unmet need, and the apportionment for Cherwell been justified?

27. As outlined above, informed by the SHMA 2014 and the SHLAA, the OGB concluded that Oxford has an unmet need of 14,850 homes between 2011 and 2031, and that of that total, Cherwell should accommodate 4,400 homes in the period to 2031.
28. It is relevant to note too that the OGB decided that of that 14,850 figure, alongside Cherwell’s apportionment, Oxford itself should accommodate 550, South Oxfordshire 4,950, the Vale of White Horse 2,220, and West Oxfordshire 2,750. I say this is relevant because Inspectors conducting examinations in West Oxfordshire and the Vale of White Horse in relatively recent times have accepted the figures set out above, concluding that the process by which they were produced was a robust and reasonably transparent one.
29. However, at the hearings I conducted, informed in part by a critical review of the SHMA 2014 and the Oxford City SHMA Update 2018 carried out by Opinion Research Services, there was much criticism of the way Oxford City Council had calculated their overall housing need, and their unmet need, with the suggestion being that if the city concentrated more on providing housing rather than employment sites, then they could reduce the pressures on neighbouring authorities. It is not for me to examine Oxford’s calculations but I am able to observe that the Inspectors who examined the Oxford Local Plan 2036, that was adopted on 8 June 2020, accepted Oxford’s overall housing figures, the extent of unmet need, and the balance between housing and employment sites the city had struck.

30. In that overall context, I find no fault in the way the OGB have approached the difficult problem of identifying Oxford’s unmet housing needs and apportioning them between the different authorities involved.
31. I am aware of the 2018-based household projections that were released by the Office for National Statistics on 29 June 2020. However, as I have outlined above, the 4,400 figure that the Plan seeks to address is derived from the inputs into and the approach adopted in the preparation of the Oxford Local Plan 2036. Those inputs, and the approach, have been found sound and the Oxford Local Plan 2036 has now been adopted. The 2018-based projections do not alter the validity of the approach taken by the OGB, or the fact that plans in Oxford, and other neighbouring Districts, have now been adopted. This represents significant progress in meeting Oxford’s housing needs, and the adoption of the Plan before me will ensure that another piece of the jigsaw is put in place.

Conclusion

32. As a result, I conclude that the figure for Oxford’s unmet need, and the apportionment for Cherwell, have been justified and form a robust basis for the Plan.

Issue 2: Have the vision and spatial strategy of the Plan been positively prepared and are they justified and effective?

33. It is useful to start by looking at the way the Council considered the options available to meet their commitment to meeting their portion of Oxford’s unmet need through the SA process. Nine areas of search were identified as potential locations for the housing required: Option A: Kidlington and the surrounding area; Option B: North and East of Kidlington; Option C: Junction 9 of the M40 motorway; Option D: Arncott; Option E: Bicester and the surrounding area; Option F: RAF Upper Heyford and the surrounding area; Option G: Junction 10 of the M40 motorway; Option H: Banbury and the surrounding area; and Option I: Remainder of District/Rural dispersal.
34. Informed by the evidence base, including the SA, and a consultation process, Options C to I (inclusive) were ruled out on the basis that they are too remote from Oxford to accommodate communities associated with the city; they are too far away from Oxford to be well-connected by public transport or walking or cycling, and therefore likely to result in increased use of the private car; more dispersed options provide less potential for infrastructure investment in terms, for example, of transport and education; and significant additional housing could not be built at Bicester, Banbury and RAF Upper Heyford before 2031 alongside major commitments already made in the adopted Local Plan 2015. On top of that, it was concluded that Options C to I (inclusive) would have a greater detrimental impact on the development strategy for the District set out in the Local Plan 2015.
35. Notwithstanding that they are largely located in the Oxford Green Belt, Options A and B were considered by the Council to be much better solutions to meeting the unmet need. They were identified as such largely because of their proximity to Oxford with public transport links already available and ready potential to maximise its use, alongside cycling and walking, thereby creating

travel patterns that are not reliant on the private car. Moreover, these areas already have a social and economic relationship with the city that can be bolstered. Importantly too, these options would allow affordable homes to be provided to meet Oxford’s needs close to the source of that need. Finally, the proximity to Oxford and separation from other centres of population in Cherwell means that Options A and B would be unlikely to significantly undermine the development strategy in the Local Plan 2015.

36. That selection process, underpinned by the SA, which has fed into the vision and spatial strategy of the Plan, is logically based, and robust.
37. The Plan’s vision is to meet Oxford’s unmet housing need through the creation of balanced and sustainable communities that are well-connected to Oxford. The developments are intended to attain a high standard of contextually-appropriate design that is supported by infrastructure. A range of housing types is to be provided to cater for a range of incomes, reflecting Oxford’s diversity. Development must contribute to health and well-being and respond well to the natural environment.
38. That vision is augmented by a series of four Strategic Objectives intended to be read alongside those in the Local Plan 2015. SO16 commits the Council to work with Oxford City, and Oxfordshire County Councils and others, to deliver Cherwell’s contribution to meeting Oxford’s unmet housing need along with the associated infrastructure by 2031. In SO17 the Council undertakes to provide Cherwell’s contribution to meeting Oxford’s unmet housing need so that it supports the projected economic growth envisaged in the SHMA 2014 and the local economies of Oxford and Cherwell. SO18 ties the Council to providing well-designed housing for Oxford that provides ready access to homes for those in need of affordable housing, new entrants to the housing market, key workers, and those requiring access to the main employment centres in the city. Finally, SO19 seeks to ensure that the housing is provided in a way that complements the County Council’s Local Transport Plan, including the Oxford Transport Strategy, and facilitates improvements to the availability of sustainable transport options for gaining access to Oxford
39. In seeking to address the pressing needs of a neighbouring authority in such a transparent and cooperative way, this vision is obviously positively prepared. On top of that, it results from a robust process and is thereby justified.
40. The vision and strategic objectives are then fed into a spatial strategy. In simple terms, the idea behind the spatial strategy is to locate development along the A44/A4260 corridor on a range of sites around North Oxford on land west and east of the Oxford Road (Policies PR6a and PR6b), with land at Frieze Farm reserved for a replacement golf course, if required (Policy PR6c); near Kidlington, on land south east of the settlement (Policy PR7a) and at Stratfield Farm (Policy PR7b); near Begbroke (Policy PR8); near Yarnton (Policy PR9); and near Woodstock (Policy PR10).
41. Leaving aside site-specific matters, especially around the site proposed adjacent to Woodstock, that I move on to below, the spatial strategy follows closely the cogent vision outlined by the Council. In particular, the proximity of (most of) the sites to Oxford itself, and the A44, takes advantage of existing social and economic relationships between these areas and the city and

maximises the potential to create travel patterns that obviate the need for the use of the private car. Further, (most of) the sites would place affordable housing designed to meet Oxford’s needs as close as practicable to the city, along a line of communication (the A44) that would facilitate easily accessible means of travelling into the city by bus or cycling.

42. It is important too that, separated from the centres of development in the Cherwell Local Plan 2015 and Banbury, Bicester and RAF Upper Heyford in particular, these sites are unlikely to have a significant impact on the delivery of housing designed to meet Cherwell’s own needs.

Conclusion

43. Taking all these points together, the vision and spatial strategy of the Plan have been positively prepared; they are justified; and likely to be effective. That said, most of the sites identified lie within the Oxford Green Belt and if adopted, the Plan will result in areas of land being removed from the Green Belt. I turn to that issue next.

Issue 3: Are the exceptional circumstances necessary to justify the alterations to Green Belt boundaries proposed in the Plan in place so that the Plan is consistent with national policy?

44. Paragraph 83 of the Framework says that once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. Evidently, in preparing a Plan that proposes changes to the boundaries of the Oxford Green Belt, the Council has met the second part of that requirement.
45. In relation to the first part, there a number of factors in play that combined, lead me to the firm conclusion that the exceptional circumstances necessary to justify the alterations proposed to Green Belt boundaries have been demonstrated.
46. Chief amongst these is the obvious and pressing need to provide open-market and affordable homes for Oxford; a need that Oxford cannot meet itself. On top of that, in seeking to accommodate their part of Oxford’s unmet need, the Council has undertaken a particularly rigorous approach to exploring various options. That process has produced a vision and a spatial strategy that is very clearly far superior to other options. There is a simple and inescapable logic behind meeting Oxford’s open market and affordable needs in locations as close as possible to the city, on the existing A44/A4260 transport corridor, with resulting travel patterns that would minimise the length of journeys into the city, and not be reliant on the private car. On top of that, existing relationships with the city would be nurtured. Finally, this approach is least likely to interfere with Cherwell’s own significant housing commitments set out in the Local Plan 2015.
47. It is important to note too the scale of what is proposed. The Oxford Green Belt in the District of Cherwell covers 8,409 Ha. As submitted, and I come on to further removals below, the Plan makes provision in Policy PR3 for the removal of 253 Ha, a reduction of 3%. That is a relatively small reduction that

must be seen in the context of the regional and indeed national benefits that would flow from meeting Oxford’s unmet need in such a rational manner.

48. On top of that, as the evidence base, and notably the Green Belt Studies, show that while existing built-up areas of Oxford, Kidlington, Begbroke and Yarnton would be extended into the surrounding countryside, there would be clear, defensible boundaries, both existing ones that could be strengthened further as part of development proposals, and new ones, and whilst the release of some land parcels would result in harm, the overall sense of separation between Kidlington and Oxford in particular, would not be harmfully reduced. Further, the setting and special character of Oxford would not be adversely affected. In that context, the purposes of the Green Belt, as set out in paragraph 80 of the Framework, would not be undermined to any significant degree.

Conclusion

49. Overall, it is my judgment that the exceptional circumstances necessary to justify the alterations to Green Belt boundaries proposed in the Plan are in place. The Plan is therefore consistent with national policy.

Issue 4: Are the sites proposed for allocation appropriately located in accordance with the Plan’s spatial strategy and thereby justified?

50. The sites proposed for housing in North Oxford (Policies PR6a – Land East of Oxford Road and PR6b – Land West of Oxford Road); Kidlington (Policy PR7a – Land South East of Kidlington and Policy PR7b – Land at Stratfield Farm); Begbroke (Policy PR8 – Land East of the A44); and Yarnton (Policy PR9 – Land West of Yarnton) are relatively close to the boundaries of Oxford itself, adjacent to the A44/A4260, and in the case of the North Oxford sites, very close to Oxford Parkway Railway Station. All would have easy access to modes of travelling into the city that need not involve the private car and would provide opportunities to improve those facilities. Moreover, they would site housing and affordable housing close to where the need is located.
51. As such, this group of sites sit comfortably with the Plan’s spatial strategy and their allocation to meet Oxford’s unmet housing need has been justified.
52. That leaves the site proposed for housing adjacent to Woodstock (Policy PR10 – Land South East of Woodstock), a settlement that is in the district of West Oxfordshire. Lying outside the Oxford Green Belt, this site lies well beyond Begbroke and Yarnton. It would be identified more as a part of Woodstock than Oxford.
53. Moreover, while it would bound the A44 and benefit from its proximity to London Oxford Airport and the potential Park and Ride service between it and Oxford, and existing bus services, it is too far away from Oxford to make travelling into the city by means other than the private car sufficiently attractive. Walking would be out of the question, and cycling would only be a reasonable proposition for those who are particularly keen.
54. On top of that, the site itself has difficulties in that as a result of recently approved housing that is under construction, the south east boundary of

Woodstock is well-defined. Its further extension in a south-easterly direction would appear incongruous and damage the character and appearance of the area. While not on its own a significant issue, this incongruity would cause some harm to the setting, and thereby the significance of the Blenheim Palace World Heritage Site that lies to the west of the proposed allocation. The challenges of developing the site in an acceptable way are evident in the rather contorted way in which housing on the site would be arranged in relation to green space and the need for screening woodland as shown on the Policy PR10 Policies Map.

55. All these latter points add weight to my fundamental concern about the separation between the proposed allocation and Oxford itself. This, considered alongside the difficulties around gaining access to the city by modes other than the private car, means that the site does not accord with the spatial strategy set out in the Plan. It is not, therefore, justified and Policy PR10 that allocates the site for housing, along with its supporting text must be removed **[MM124 and MM 126]**. The Policy PR10 Policies Map will need to be removed too [advertised by the Council as **MM 125**].
56. There are consequential changes required throughout the Plan **[MM 1, MM 2, MM 8, MM 9, MM 11, MM 22, MM 23, MM 24, MM 25, MM 26, MM 27, MM 28, MM 36, MM 37, MM 40, MM 128, MM 129, and MM 130]**.

Conclusion

57. The group of proposed allocations closest to Oxford (at North Oxford, Kidlington, Begbroke, and Yarnton) are fully in accord with the Plan’s spatial strategy and have therefore been justified. The site proposed for allocation adjacent to Woodstock is not in accord with that spatial strategy, has not been justified, and must therefore be removed from the Plan.
58. That removal has consequences, not least the fact that it leaves the Plan 410 dwellings short of meeting Cherwell’s apportionment of Oxford’s unmet need. That leads me on to Issue 5.

Issue 5: Have the ramifications of the deletion of the proposed Policy PR10 allocation been dealt with in a manner that is justified and effective?

59. In setting out to the Council my reasons why the proposed Policy PR10 allocation should be deleted I also made some suggestions as to how the Council might approach the 410 dwelling shortfall that would result. Following on from discussions around residential densities and land take, I made the point that to best accord with the spatial strategy, these 410 dwellings could potentially be spread around the other allocations, with increased densities, and perhaps a western extension of developed area of the Policy PR9 site, with the possibility of housing on the Policy PR6c site (Land at Frieze Farm) reserved for a replacement golf course, if required, but left it to the Council to explore options.
60. To inform that process, the Council carried out further work, notably the Cherwell Green Belt Study (Second Addendum); a Site Capacity Sense Check; a Landscape Analysis for Policy PR9; and a SA Addendum (including a non-technical summary). Having done that, the conclusion drawn was that the

shortfall caused by the deletion of the Policy PR10 allocation could best be accommodated by increasing the amount of housing on five of the remaining six sites, with, in some cases, adjustments to developable areas, site boundaries, and the extent of land to be removed from the Green Belt. Having regard to the additional work the Council carried out, I am satisfied that as a principle, that is the approach that best reflects the spatial strategy.

Policy PR6a

61. In the form submitted, Policy PR6a – Land East of Oxford Road allocated 48 Ha of land for the construction of 650 dwellings (50% affordable housing) as an urban extension to Oxford at an approximate net density of 40 dwellings per Ha. Also included were a three-form entry primary school (3.2 Ha), a local centre (0.5 Ha), on land to be removed from the Green Belt, alongside sports facilities, play areas, allotments and public open green space as an extension to Cutteslowe Park (11 Ha). The allocation also referred to the creation of a green infrastructure (GI) corridor (8 Ha) connecting Cutteslowe Park with Oxford Parkway Railway Station and the Water Eaton Park and Ride facility and the retention of 3 Ha of the site as agricultural land.
62. At this point it is relevant to deal with the reference to ‘approximate net density’ in Policy PR6a, and in the other allocation policies. Clearly, much well-informed work has gone into the analysis of what this site, and other sites, can accommodate and the policy, along with others, is crystal clear about the number of dwellings to be provided. In that context, the reference to ‘approximate net density’ is superfluous. The same point can be made about the other allocations.
63. Further analysis has demonstrated that the density proposed for the residential element of the allocation is reasonable. Having said that, the Education Authority has confirmed that the required primary school need only be two- rather than three-form entry. This reduces the land take for the school from 3.2 Ha to 2.2 Ha. There is no good reason why the 1 Ha gained should not be given over to housing. This increases the housing capacity of the allocation from 650 dwellings to 690 dwellings. Changes to the Plan [**MM 3**, **MM 17**, the change advertised as **MM 45** but amended in the interests of clarity, **MM 46**, and **MM 47**] are required to reflect this increase, and the reasons behind it, and to make the policy, and the Plan, effective.

Policy PR6b

64. As submitted, Policy PR6b – Land West of Oxford Road proposed an urban extension to the city of Oxford on 32 hectares of land currently occupied by the North Oxford Golf Club with 530 dwellings (50% affordable housing) on 32 Ha of land at an approximate average net density of 25 dwellings per Ha. Land was also reserved within the site to allow for improvements to the existing footbridge over the railway on the western boundary of the site to improve links to the ‘Northern Gateway’ site which is an allocation in the recently adopted Oxford Local Plan 2036. The intention is to remove the entire site from the Green Belt.
65. Following the main hearings, I made plain that notwithstanding the value placed on the North Oxford Golf Club, the site it occupies is an excellent one for the sort of housing the Plan proposes, given its location so close to Oxford

Parkway, with its Park & Ride, and its proximity to the centre of Oxford. The principle of the allocation is sound, therefore.

66. Moreover, Policy PR6c – Land at Frieze Farm allocates land for a replacement golf course and from what I saw of the existing course, it could, if necessary, provide equivalent or better provision in terms of quantity and quality, on a site very close to the existing facility.
67. The relatively low density of housing proposed reflected the presence of many mature trees on the golf course. Further and closer inspections of the trees have revealed that the low density proposed was unnecessarily cautious and that the density of development could be increased without having to remove any important individual specimens or groups of trees. Moreover, reflective of the position of the site as a ‘gateway’ to the city, the site could accommodate higher density housing types, not just detached or semi-detached dwellings. All this would allow the overall density to be increased to 30 dwellings per hectare which would mean that the allocation could provide for 670 dwellings, an increase of 140, overall.
68. Changes to the Plan [**MM 4, MM 18, and MM 59**] are required to reflect this uplift, the reasons behind it, and as outlined above, to remove the reference to approximate average net density, to make it function effectively.

Policy PR7a

69. Policy PR7a – Land South East of Kidlington, as submitted, proposed an extension to Kidlington on 32 Ha on land with 230 dwellings (50% affordable housing) on the northern portion (proposed for removal from the Green Belt) at an approximate average net density of 35 dwellings per Ha, with play areas and allotments, and 0.7 Ha of land reserved for an extension to the existing Kidlington Cemetery. The southern part of the allocation (that would remain within the Green Belt) was to provide around 21 Ha of formal sports facilities.
70. Bearing in mind the way that the settlement of Kidlington approaches the Kidlington roundabout, and the proposed Policy PR7b allocation, that I move on to below, the southern boundary of the area proposed for housing and to be removed from the Green Belt appears arbitrary. Further exploration has shown that extending it southward to follow an historic field boundary would give the site a more logical relationship with development on the opposite side of Bicester Road (a Sainsbury’s supermarket complex), and the allocation proposed in Policy PR7b, and allow the allocation to make provision for an additional 200 dwellings, applying the same density metric allowed for the rest of the site. The parallel reduction in formal sports provision is in line with the Council’s Playing Pitch Strategy (2018).
71. There would need to be additional land removed from the Green Belt but the boundary so formed would be much more likely to endure, and the sense of separation between Kidlington and Oxford would be largely maintained. As a result, the purposes of the Green Belt would not be harmed to any significant, additional degree. On that basis, bearing in mind the conclusions I have drawn above about the principle of removing land from the Green Belt to meet Oxford’s unmet need, I am satisfied that the exceptional circumstances necessary to justify this additional removal are in place.

72. To make it effective, the Plan needs to be updated [**MM 5, MM 19, MM 74 and MM 75**] to reflect that additional housing coming forward as part of the allocation, and to remove the reference to approximate average net density. There is a change needed too [**MM 69**] to paragraph 5.90 of the supporting text to reflect properly the situation in relation to the relationship between the allocation and existing field boundaries. This correction is needed in order to ensure the supporting text accurately and effectively supports the policy itself.
73. There will be consequential changes required to the Policies Map [advertised by the Council as **MM 72** but amended in the interests of clarity] and to clear up some confusion with the policy text that refers to GI [advertised by the Council as **MM 73** but amended in the interests of clarity].

Policy PR7b

74. In its submitted form, Policy PR7b – Land at Stratfield Farm allocated 10.5 Ha of land as an extension to Kidlington with 100 dwellings (50% affordable housing) proposed on 4 Ha (an approximate average net density of 25 dwellings per Ha) with associated play areas and allotments (all to be removed from the Green Belt). Also included was the improvement, extension and protection of an existing orchard linked to Stratfield Farmhouse (a Grade II listed building), the creation of a nature conservation area on 6.3 Ha of land, and links to other allocated sites (Policy PR8 across the Oxford Canal and sporting facilities that form part of Policy PR7a) and Oxford Parkway.
75. The allocation has significant constraints, notably capacity at the Kidlington Roundabout, the need to protect as far as possible the farm complex, and its setting, the presence of trees and woodlands, and the relationship with the Stratfield Brake. However, further analysis of capacity at the Kidlington Roundabout, potential layouts, and reducing the size of the nature conservation area by 1 Ha, alongside expansion of the developable area of the site which will ensure that the revised Green Belt Boundary follows a physical feature, in this case an established field boundary, without any significant increase in harm, has shown that 120 dwellings could be accommodated on 5 Ha earmarked for residential development without threatening any of the identified constraints.
76. As with Policy PR7a that I refer to above, there would need to be additional land removed from the Green Belt but this would not result in a significant increase in harm, and the Green Belt boundary so formed would follow a physical feature likely to endure, the sense of separation between Kidlington and Oxford would be maintained, and the relationship between the Policy PR7b allocation, the Policy PR7a allocation, and the Sainsbury’s Supermarket between them would be a logical one. As a consequence, the purposes of the Green Belt would not be harmed to any significant, additional degree.
77. On that basis, bearing in mind the conclusions I have drawn above about the principle of removing land from the Green Belt to meet Oxford’s unmet need, I am satisfied that the exceptional circumstances necessary to justify this additional removal are in place.
78. Changes are needed to take account of this increase in housing provision and to make Policy PR7b, and thereby the Plan, effective [**MM 6, MM 20, MM83,**

and MM 84]. Amendments relating to Stratfield Farmhouse in paragraphs 5.95 and 5.96 of the supporting text are also necessary to properly reflect its aspect and position in relation to the associated orchard **[MM 70]** and to ensure it is one of the parameters for development **[MM 71]**. These changes are required in order to ensure the supporting text accurately and effectively supports the policy itself. There are associated changes required to the Policies Map too [advertised by the Council as **MM 82** but amended in the interests of clarity].

Policy PR8

79. Policy PR8 – Land East of the A44 as proposed in the Plan proposes a new urban neighbourhood on 190 Ha of land to the north of Begbroke and east of Kidlington. The allocation makes provision for 1,950 dwellings (50% affordable housing) on approximately 66 Ha of land (an approximate average net density of 45 dwellings per Ha), alongside a secondary school on 8.2 Ha of land, a three form entry Primary School on 3.2 Ha of land, a two form entry Primary School on 2.2 Ha, a Local Centre on 1 Ha of land as well as sports facilities and play areas. That area is to be removed from the Green Belt. Also included are a Local Nature Reserve on 29.2 Ha of land based around the Rowel Brook, a nature conservation area on 12.2 Ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane, public open space as informal canalside parkland on 23.4 Ha of land and 12 Ha of land retained in agricultural use.
80. There are to be new public bridleways connecting with existing rights of way and provision for a pedestrian, cycle, and wheelchair bridge over the Oxford Canal and public bridleways to allow connection with the allocation at Stratfield Farm (Policy PR7b) and beyond. Land within the allocation is to be reserved for a future railway station (0.5 Ha) and to allow for the future expansion of the Begbroke Science Park (14.7 Ha).
81. Bearing in mind the relatively high density proposed for the dwellings as part of the allocation, there is no capacity for any increase in housing numbers. That said, as set out, the reference to approximate average net density is superfluous, given that the number of houses to be provided, and details of other requirements are explicitly set out, and needs to be removed **[MM 95]** to make the policy and the Plan effective.

Policy PR9

82. In the Plan as submitted, Policy PR9 – Land West of Yarnton proposes the development of an extension to Yarnton on 99 Ha of land to include 530 dwellings (50% affordable housing) on 16 Ha (an approximate average net density of 35 dwellings per Ha). On top of the 16 Ha, 1.6 Ha of land is set aside for use by the William Fletcher Primary School to enable expansion and replacement of playing pitches and amenity space. The developable area and land reserved for the primary school is proposed for removal from the Green Belt. Provision for formal sports, play areas and allotments within the developable area (unless shared or part shared with the school) is required along with public access to 74 Ha of land to the west of the residential area and a new Local Nature reserve accessible to the school. There is to be a community woodland in 7.8 Ha of land to the north west of the developable area, to the east of Dolton Lane.

83. Further discussions have shown that the area set aside for the school should be 1.8 Ha. Alongside that, analysis following the hearings has shown that while it would entail further removal of land from the Green Belt, extending the developable area to the west up to the 75m contour, which is approximately the lower end of this topography, would still avoid the greater harm associated with the release of the higher slopes.
84. However, the site does have significant constraints, not least the need to relate properly to the nature of the existing settlement, and it appears that the residential density originally proposed was optimistic. The upshot of an extended developable area, with additional land take from the Green Belt, and a reduced density is that the site can reasonably accommodate 540 dwellings.
85. Changes are required to the policy to address the increase in developable area to 25 Ha, the number of houses to 540, and to delete the reference to approximate average net density **[MM 7, MM21, MM 113]**, and the change relating to the school **[MM 114]**. Balancing changes need to be made to the area of accessible land (redefined as public open green space) which reduces to 24.8 Ha **[MM 115]** with the balance of 39.2 Ha being retained in agricultural use **[MM 116]**. The nature of the access to the countryside that will result needs to be properly explained in paragraph 5.121 of the supporting text **[MM 111]**. There will need to be corresponding changes to the Policies Map to take account of all that [advertised by the Council as **MM 112** but amended in the interests of clarity].
86. There would need to be additional land removed from the Green Belt but as stated above the Green Belt boundary so formed would correspond to the lower end of the topography and a new Green Belt edge could be established. Moreover, it would have no undue impact in landscape terms, and the impact of the change on the purposes of Green Belt would be marginal, in the light of the original deletion proposed. On that basis, bearing in mind the conclusions I have drawn above about the principle of removing land from the Green Belt to meet Oxford’s unmet need, I am satisfied that the exceptional circumstances necessary to justify this additional removal are in place.

Conclusion

87. The result of these changes to Policies PR6a, PR6b, PR7a, PR7b, PR8 and PR9, alongside others that I move on to below, is to reinstate the 410 dwellings lost from the overall requirement of 4,400 as a result of the deletion of the Policy PR10 allocation.
88. While I acknowledge that this involves further Green Belt releases, exceptional circumstances have been made out for them. Overall, I consider that the ramifications of the deletion of the Policy PR10 allocation been dealt with in a manner that is justified and effective.

Issue 6: Are the remaining elements of the allocation policies, including Policy PR6c, justified, effective and compliant with national policy?

89. While I acknowledge the need to cover a lot of ground in them, it is fair to say that what remains of the individual allocation Policies PR6a, 6b, 7a, 7b, 8 and 9 after their adjustment to account for the deletion of the PR10 allocation is

lengthy, and broad in its compass. I make no criticism but would observe that the scrutiny through the examination process has resulted in a myriad of changes that as part of the policies themselves, need to be dealt with as MMs.

90. Some of these changes, required to make the policies effective, are common to all of them. Each allocation policy contains a criterion directed towards the production of Development Briefs. In each case, it needs to be made clear that minor variations in the location of specific uses from what is shown on the Policies Maps (as revised) will be permitted, where shown to be justified [**MM 49, MM 60, MM 76, MM 86, MM 99, and MM 117**].
91. In a similar way, each of the allocation policies outlines the need for a Phase I Habitat Survey. To explain what is required fully, it needs to be made plain that this must include surveys for protected and other notable species, as appropriate [**MM 52, MM 62, MM 77, MM 89, MM 103 and MM 119**].
92. On top of that, all the allocation policies as drafted contain a criterion that deals with foul drainage and the need for the developer to demonstrate that Thames Water have agreed that it can be accepted into its network. To function effectively, these criteria need to be broadened out to include reference to the Environment Agency as well as Thames Water, and to be more specific about the agreement reached to allow foul drainage to be accepted into the existing network [**MM 54, MM 64, MM 78, MM 90 MM 106 and MM 120**].
93. None of the allocation policies include a criterion designed to deal with issues around the re-use and improvement of soils. All the sites are green field, or in the case of the Policy PR6b site, cultivated to function as a golf course, and it is evident that there will be a need for soil to be removed. It is an important part of mitigation to ensure that this is re-used in an environmentally effective manner and this needs to be secured in the individual policies to ensure effectiveness [**MM 56, MM 65, MM 80, MM 93, MM 109 and MM 122**].
94. Each of the allocation policies refers to the need for a Delivery Plan including a start date, and a demonstration to show how the development would be completed by 2031. As drafted, the policies set out the need for a programme showing how a five-year supply of housing (for the site) will be maintained year on year. The inclusion of the term (for the site) introduces a rather inflexible element. The important point is that all sites designed to meet Oxford’s unmet need should act in concert to maintain a five-year supply. To be effective, and comply with national policy, the relevant criterion in each allocation policy must be changed to reflect that by the deletion of (for the site) in each case [**MM 57, MM 67, MM 81, MM 94, MM 110, and MM 123**].
95. Archaeology is the subject of a criterion in each of the allocation policies with reference to the need for desk-based archaeological investigations and subsequent mitigation measures, if found to be necessary. However, to be properly effective, the relevant criterion needs to be more specific and explain that the outcomes of those investigations need to be incorporated or reflected, as appropriate, in any development scheme [**MM 55, MM 63, MM 79, MM 92, MM 108, and MM 121**].

96. There are then a series of changes required that are individual to the various allocations.

Policy PR6a

97. As set out above, Policy PR6a allocates land east of Oxford Road, to the immediate north of the city, and south of the Oxford Parkway complex. In the supporting text that acts as a preamble to the policy itself, paragraph 5.85 refers to the emerging Cherwell Design Guide. The reference to ‘emerging’ needs to be removed as the document has now been adopted. Moreover, reference to Oxfordshire County Council’s Cycling and Walking Design Guides should be included. These changes **[MM 44]** are needed to ensure the context for Policy PR6a is set out effectively.
98. Criterion 7 deals with the GI corridor and, as drafted, requires a pedestrian, wheelchair and all-weather cycle route along the site’s eastern boundary as shown. To be consistent, and thereby effective, this needs to be more specific, and must make clear that the route is ‘within the area of green space shown on the policies map’ **[MM 48]**.
99. Criterion 10 sets out the details of the Development Brief required by criterion 9. Point (b) must be clear that two points of access will be required with primary access/egress from/to the Oxford Road. Point (c) deals with connectivity within the site itself, and with locations further afield but must make plain that access to existing property through the site should be maintained. These changes to criterion 10 **[MM 50, MM 51]** are required to make it effective.
100. The site contains heritage assets including St Frideswide Farmhouse, a Grade II* listed building, and criterion 15 sets out the need for a Heritage Impacts Assessment. This needs to identify rather than include measures to avoid or minimise conflict with them and further, the criterion needs to make plain that these measures need to be incorporated in any scheme that comes forward for the site. These changes are needed to ensure effectiveness **[MM 53]**.
101. I have referred to archaeology in general terms above but there is a point specific to the site too. As drafted, criterion 28 refers to archaeological features, including the tumuli to the east of the Oxford Road, and the need to make them evident in the landscape design. To be effective, that requirement needs to be strengthened to make the point that the tumuli need to be incorporated into the landscape design as well as made evident **[MM 58]**.

Policy PR6b

102. Policy PR6b allocates the site currently occupied by the North Oxford Golf Club, on the opposite side of the Oxford Road from the Policy PR6a site. There are some specific points to deal with here too.
103. Under the requirement for a Development Brief in criterion 8, point (b) talks of ‘points of vehicular access and egress from and to existing highways’. To act as an effective pointer for development, this needs to make clear that two points of vehicular access and egress from and to existing highways are envisaged, with the primary access and egress being from and to Oxford Road **[MM 61]**.

104. Criterion 17 requires any planning application that flows from the allocation to be supported by sufficient information to demonstrate that the tests contained in paragraph 74 of the Framework are met, so as to enable the redevelopment of the golf course.
105. I expressed my concerns about this criterion during the hearings and afterwards because it is difficult to see how the allocation could be justified if there remain questions about compliance with paragraph 74. I do understand that the existing golf course is well-appreciated by its users but those that propose its replacement with housing have shown that it is underused, and that there are lots of other facilities where golf can be played nearby. Even if they are wrong on those points, the Plan includes in Policy PR6c that I deal with below, provision for a replacement golf course and, given the requirements of that policy (as proposed to be modified) I see no good reason why it need be inferior in quality or quantity to the existing course.
106. The essential point about paragraph 74 is that to pass the tests therein, the proposal only has to accord with one of the criteria. On that basis, given that criterion 21 of the policy requires a programme for the submission of proposals and the development of a replacement golf course on the Policy PR6c site, if it is needed, before work on the housing on the existing golf course commences, then the requirements of paragraph 74 have been passed already. Criterion 17 serves no purpose, therefore. On that basis, to make the policy effective, the criterion needs to be removed **[MM 66]**.

Policy PR6c

107. While it is not an allocation that includes housing, it is as well to deal with Policy PR6c at this juncture. In the form submitted, the policy allocates land at Frieze Farm for the potential construction of a golf course, should this be required as a result of the development of the site of the Policy PR6b allocation. It goes on to explain that the application for development of the golf course will need to be supported by a Development Brief prepared jointly, in advance, by representatives of the landowner(s) and the Council, in consultation with Oxfordshire County Council. It is then explained that the intention is that the Development Brief will incorporate design principles that respond to the landscape and Green Belt setting (the site is intended to remain part of the Green Belt) and the historic context of Oxford.
108. As I have explained above, I consider that the extent of the site is such that it could provide a facility that would be similar, or superior, in quality and quantity to the existing course so there is no difficulty in principle here. Nevertheless, the examination showed the policy as drafted to be rather lacking in coverage and detail. There are constraints that will influence any provision of a golf course and associated facilities on the site that need to be addressed. These need to be identified as requirements for the Development Brief referred to above and, as a result, the policy requires significant expansion.
109. The Development Brief will have to include a scheme and outline layout of the golf course and associated infrastructure, and points of vehicular access/egress will need to be identified. Alongside that, connectivity within the site for vehicular, cycle, pedestrian and wheelchair traffic, and their

connections to off-site infrastructure and public transport will need to be set out, as will details of the protection of, and linkage to, existing rights of way. Using some of the language of the policy as submitted, it will need to be made clear that design principles that respond to the landscape, canal-side, and Green Belt setting, and the historic context of Oxford, will be expected. Moreover, the Development Brief will need to address biodiversity gains informed by a Biodiversity Impact Assessment, something I move on to below, and details will be needed of the provision for access by emergency services.

110. Aside from a Development Brief, in line with the other allocations, any application will need to be supported by a Biodiversity Impact Assessment and a Biodiversity Improvement and Management Plan. The latter would need to cover measures for securing net biodiversity gain, and for the protection of biodiversity during the construction process; measures for retaining and securing any notable and/or protected species; a demonstration that designated environmental assets on the site will not be harmed; measures for the protection and enhancement of existing wildlife corridors, hedgerows, and trees; the creation of a GI network with connected wildlife corridors; measures to control any spillage of artificial light, and noise; the provision of bird and bat boxes and for the provision of green walls and roofs; farmland bird compensation; and proposals for long-term wildlife management and maintenance.
111. The policy will also need to address the presence of Frieze Farmhouse, a Grade II listed building, and its environs, as part of the site. This will require a Heritage Impact Assessment which should identify measures to avoid or minimise conflict with designated heritage assets within and adjacent to the site, with these measures then incorporated in any development proposals. There is a need to ensure too that the issue of archaeology is dealt with.
112. A golf course on the site is clearly going to generate trips so there is a need to clarify that any application should include a Transport Assessment and a Travel Plan aimed at maximising access by means other than the private car. The site is well located, close to the northern boundary of Oxford itself, and adjacent to transport corridors, which ought to ensure that is not too onerous a requirement.
113. There will need to be a Flood Risk Assessment, informed by ground investigations and detailed modelling of existing watercourses, with an allowance for climate change. It will also need to be made clear that landforms should not be raised, or new buildings located, in the modelled flood zone.
114. Of course, any application will need to be supported by a detailed landscaping scheme, which should include measures for the appropriate re-use and management of soils. It will also need to be demonstrated that foul drainage can be accepted into the existing network.
115. Finally, the expectation that a single, comprehensive scheme is required for the whole site will need to be made plain in the policy. In parallel to that, there will need to be a Delivery Plan that co-ordinates development with any taking place on the Policy PR6b allocation; the idea being that, if deemed necessary, there will be no period when golfing facilities are unavailable.

116. These additions and alterations to Policy PR6c **[MM 68]** are necessary to ensure it functions in an effective manner.

Policy PR7b

117. Policy PR7b allocates land for housing, amongst other things at Stratfield Farm. In the form submitted, criterion 9 refers to the need for a Development Brief for the site, to be prepared in consultation with Oxfordshire County Council and Oxford City Council. To be properly effective, given the nature of the requirements in the policy, and in particular the need for a link across the Oxford Canal, there also needs to be consultation with the Canal and River Trust **[MM 85]**.

118. Criterion 10 sets out the requirements for the Development Brief. Point (b) deals with access and egress and identifies two specific points – the Kidlington Roundabout junction and from Croxford Gardens. This is rather inflexible and to permit other possible solutions using a single access/egress, point (b) needs to include the phrase ‘unless otherwise approved’. This addition **[MM87]** is needed to make the policy effective. Linked to that, point (c) refers amongst other things, to an access road from the Kidlington Roundabout to the easternmost parcels of development and the Stratfield Farm building complex only, as shown on the inset Policies Map. Again, to provide flexibility and the potential for alternative solutions, the word ‘only’ needs to be deleted as does the reference to the inset Policies Map. This change is needed to make the policy effective **[MM 88]**.

119. The need for a Heritage Impact Assessment is set out in criterion 17 with particular reference to Stratfield Farmhouse. This criterion needs to be made more specific in that it should ‘identify’ rather than ‘include’ measures to avoid or minimise conflict with identified heritage assets. It also needs to be clarified that heritage assets might well be found adjacent to the site as well as within it. Finally, it needs to be made plain that identified measures should be incorporated or reflected in any development scheme that might come forward. These changes **[MM 91]** are necessary in order to ensure that criterion 17 operates in an effective way.

Policy PR8

120. As set out above, Policy PR8 allocates land east of the A44 at Begbroke. Criteria 4 and 5 relate to the Primary Schools and as drafted, the policy sets out that these should be at least three form entry and at least two form entry. It is clear though that no capacity beyond three form entry, and two form entry, will be necessary. On that basis, to ensure the policy is justified, the term ‘at least’ needs to be removed in each criterion **[MM 96 and MM 97]**.

121. Criterion 17 refers to the need for a Development Brief and lists the need for consultation with the County Council and Oxford City Council. Given the requirements of the policy, and in particular the potential for a railway station/halt, alongside linkages to and over the Oxford Canal, this list needs to include the Network Rail and the Canal and River Trust. These additions are needed to make the policy effective **[MM 98]**.

122. Policy criterion 18 deals with the extent of coverage of the Development Brief. Point (b) refers to access and egress from and to existing highways. The

criterion needs to be clear that two separate ‘connecting’ points from and to the A44 are needed, to include the use of the existing access road to the Science Park. These changes **[MM 100]** are needed to make the criterion and thereby the policy function effectively.

123. Point (f) of criterion 18 covers the proposed closure/unadoption of Sandy Lane and talks of the need to consult with the County Council. Given that Sandy Lane crosses the railway by way of a level crossing, consultation should also take place with Network Rail. An addition to point (f) is needed **[MM 101]** to make this clear and to make the criterion and the policy effective.

124. Criterion 19 outlines the requirements of the policy in relation to a Biodiversity Impact Assessment. As drafted, the criterion says that there should be investigation of any connectivity, above or below ground, between Rowel Brook and Rushy Meadows Site of Special Scientific Interest (SSSI). Following on from the Rushy Meadows Hydrological and Hydrogeological Desk Study, this requirement for investigation can be made more specific. To reflect the study, the requirement needs to make clear that the Biodiversity Impact Assessment should be informed by a hydrogeological risk assessment to determine whether there would be any material change in ground water levels as a result of the development and any associated impact, particularly on Rushy Meadows SSSI, requiring mitigation. This addition **[MM 102]** is necessary to ensure the criterion and thereby the policy is effective.

125. The need for a Transport Assessment and Travel Plan is covered in criterion 22. Given the proximity to the railway, it needs to be made plain that the Transport Assessment should address the effect of vehicular and non-vehicular traffic resulting from the development on use of the level crossings on Sandy Lane, Yarnton Lane and Roundham. This further clarification **[MM 104]** is needed to make the criterion and the policy effective.

126. Criterion 23 sets out the need for a Flood Risk Assessment (FRA) but the expectation that residential development must be located outside the modelled Flood Zones 2 and 3 envelopes needs to be made explicit. This change **[MM 105]** is required to make the criterion effective.

127. The required Heritage Impact Assessment is the subject of criterion 25. This criterion needs to be made more specific in that it should ‘identify’ rather than ‘include’ measures to avoid or minimise conflict with identified heritage assets. Moreover, it needs to be explained that identified measures should be incorporated or reflected in any development scheme that might come forward. These changes **[MM 107]** are necessary in order to ensure that criterion 25 and the policy overall, operate in an effective way.

Policy PR9

128. As set out above, Policy PR9 allocates land for housing, amongst other things, to the west of Yarnton. Criterion 8 deals with the Development Brief and point (b) refers to vehicular access and egress to and from the A44. This needs expansion to set out the expectation that there will be at least two separate points of access and egress with a connecting road in-between. This change **[MM 118]** is needed to make requirements plain and to ensure the criterion and the policy work in an effective manner.

Conclusion

129. With those MMs, the elements of allocation policies that remain and Policy PR6c will be justified, effective and compliant with national policy.

Issue 7: Are the other policies in the Plan, aimed at supporting the allocation policies, and the appendices, justified, effective and consistent with national policy?

130. The Plan presages the allocation policies discussed above with a series of policies that set the context for what follows.

131. Policy PR1: Achieving Sustainable Development for Oxford’s Needs sets out the parameters and general principles of the Plan. The primary aim is to deliver 4,400 homes to help meet Oxford’s unmet housing needs by 2031. However, this is a rather narrow definition because the housing needs to come forward alongside supporting facilities. To be absolutely clear, there needs to be a reference in this primary aim to the necessary supporting infrastructure. This addition **[MM 29]** is required to ensure the policy is effective.

132. Following on from that, Policy PR2 deals with housing mix, tenure and size. This covers a range of matters including the provision of 80% of the affordable housing (each allocation envisages it coming forward as 50% of overall house numbers) as affordable rent/social rented dwellings and 20% as other forms of intermediate affordable homes. That is justified by the evidence base but to be properly transparent there needs to be a confirmation in the policy that references to ‘affordable housing’ mean ‘affordable housing as defined by the Framework’. This change **[MM 30]** is necessary to allow the policy to operate effectively. The precise wording of MM 30 says (as defined by the NPPF). I have proceeded on the basis that this means the current (2019) version of that document.

133. In Policy PR3, the Plan deals with the implications of its policies for the Oxford Green Belt. I have dealt above with the issue of ‘exceptional circumstances’ in relation to the original allocations and their extended forms. Paragraph 5.38 of the supporting text deals with the extent of the removals proposed in order to meet Oxford’s unmet housing needs. The extension of some of the allocations through the examination process means that the 253 Ha originally identified for removal needs to be amended to read 275 Ha, alongside a corresponding change to the removal in percentage terms – 3.3% from 3%, and the percentage area of Cherwell that lies within the Green Belt – 13.8% rather than 13.9%, falling from 14.3%. These changes **[MM 31]** are required to ensure transparency and to make the Plan effective. Consequent changes will also be required to the Policies Maps [advertised by the Council as **MM 148** but amended in the interests of clarity].

134. Paragraph 5.39 of the supporting text makes reference under PR3(e) to the potential extension of the Begbroke Science Park. Obviously, this is not a matter for the Plan at issue but to give some context, a reference to Policy Kidlington 1 of the Local Plan 2015 that makes provision for that extension is

needed. This addition **[MM 32]** is necessary to make the Plan accurate and thereby effective.

135. Unsurprisingly, Policy PR3 in the Plan as submitted reflects the allocations as originally promulgated. There have been changes to the areas to be removed from the Green Belt in Policies PR7a (from 10.8 to 21 Ha), PR7b (from 4.3 to 5 Ha) and PR9 (from 17.7 to 27 Ha). I have dealt with the reasoning behind these changes and the question of whether the exceptional circumstances necessary to justify the additional removals are in place above. Policy PR3 needs to be updated **[MM 33, MM 34 and MM 35]** to reflect the revised position post MMs and to be properly effective.
136. GI is dealt with in Policy PR5. Paragraph 5.67 of the supporting text explains that a connected network of GI is an integral part of the vision behind the Plan. It then goes on to list what the provision of GI involves. Point 5 deals with the need to integrate with other planning requirements. Amongst these, sub-point (v) refers to creating high-quality built and natural environments. To give further clarity, this needs to make clear that such environments must be sustainable in the long term. Moreover, the list needs to be expanded to include reference to the construction of sustainable urban drainage systems. These additions **[MM 38]** are required to ensure the explanation in paragraph 5.67 is an effective one.
137. Further, paragraph 5.69 of the supporting text, as drafted, sets out ten reasons why the delivery of GI is so important to the Plan. There is a need to add an eleventh – a reference to the enhancement GI would bring to health and well-being. This addition **[MM 39]** to the text is required in order to put the reasoning behind Policy PR5 on an effective footing.
138. Policy PR5 itself explains the presumption that GI will come forward as part of the strategic allocations with provision made on site except in exceptional circumstances, when financial contributions might be accepted in lieu. The policy then lists nine expectations of applications for development on the allocated sites.
139. The first requires the identification of existing GI and a demonstration of how this will, as far as possible, be protected and incorporated into the layout design and appearance of the proposed development. The ‘as far as possible’ offers an unreasonable amount of leeway to potential developers. Its removal **[MM 41]** is necessary to ensure the policy protects existing GI effectively.
140. The eighth expectation is for any application to demonstrate where multi-functioning GI can be achieved. This needs to be expanded to take in the ability of GI to address climate change impacts, and for applicants to follow best practice guidance. This addition **[MM 42]** is needed to ensure effectiveness.
141. Expectation 9 addresses the important point that details will be required of how the GI that comes forward will be maintained and managed. It is necessary to make clear that the intention is that GI coming forward will need to be maintained and managed in the long term. This addition **[MM 43]** is required in order that the policy functions in an effective way.

142. Policy PR11 is concerned with the important question of infrastructure delivery. Paragraph 5.143 of the supporting text is part of the preamble to the policy and sets the scene for the way it is intended to operate. There is a reference to the Council’s emerging Supplementary Planning Document on Developer Contributions; the descriptor ‘emerging’ needs to be removed to reflect current circumstances along with the final sentence that refers to an announcement being expected from the Government (about the Community Infrastructure Levy) in the 2017 budget. These changes **[MM 127]** are required in order to ensure the supporting text offers effective support to the policy itself.
143. Policy PR11 itself is concerned with the Council’s approach to securing the delivery of infrastructure associated with the housing needed to address Oxford’s unmet needs and sets out three ways in which this will be achieved.
144. The first way relates to the way in which the Council will work in partnership with others to address various infrastructure requirements. Of these various requirements, the first relates to the provision of physical, community and GI. However, to work as intended, this should cover not only provision but also maintenance. This change **[MM 131]** is required to ensure the policy functions effectively.
145. The second way refers to the completion and subsequent updating of a Development Contributions Supplementary Planning Document. As this has been completed, that reference needs to be removed **[MM 132]** to ensure effective operation.
146. The third way requires developers to demonstrate through their proposals that infrastructure requirements in a series of areas can be met and with developer contributions in line with adopted requirements. This series of areas needs an addition to cover sport while the reference to adopted requirements needs to refer to the Council’s Supplementary Planning Document on Developer Contributions. Alongside another to better articulate what is expected of developers in this regard, these changes **[MM 133]** are needed to make the policy effective.
147. The three ways set out in the policy fail to have regard to the situation where forward funding for infrastructure has been provided by bodies such as the OGB as part of the Oxfordshire Housing and Growth Deal, which needs to be recovered from developers. A new criterion 4 is necessary to secure this **[MM 134]** and make the policy effective.
148. Policy PR12a is concerned with delivery and the maintenance of housing supply. I can see the sense of the Council wanting to separate out their commitment to meeting Oxford’s unmet needs from their own commitments in the Local Plan 2015, as set out in the first paragraph of the policy. That would avoid the situation where meeting Oxford’s unmet needs could be disregarded because of better than expected performance on the Local Plan 2015 Cherwell commitments, or vice versa. Paragraph 5.165 of the supporting text deals with the trajectory envisaged and sets out three principles. The second refers to the phased delivery of two sites which could be brought forward earlier if required. The passage of time means that phased delivery in this way is no

longer possible and this criterion needs to be removed **[MM 135]** to ensure that the policy itself is supported in an effective way.

149. The third principle, as drafted, refers to the requirement that developers maintain a five-year supply for their own sites. As set out above in dealing with the individual allocations, this requirement is not necessary because it is supply overall that matters. The third principle needs to be amended to explain that what is required is that individual sites operate in concert to maintain a five-year supply. This change **[MM 136]** is necessary to make the policy effective and compliant with national policy.
150. The third paragraph of the policy refers to the phased delivery of the Policy PR7a site, and the Policy PR10 site. As dealt with above, this is now unnecessary, and the third paragraph must be removed **[MM 137]** to ensure effective policy operation.
151. The fifth paragraph of the policy as drafted says that permission will only be granted for any of the allocated sites if it can be demonstrated at application stage that they will deliver a continuous five-year supply on a site-specific basis. This needs to be amended to reflect the fact that, as set out in national policy, it is maintaining a five-year supply overall that matters. This change **[MM 138]** is required to make the policy comply with the national approach, and effective.
152. Policy PR12b is included in order to deal with applications that may be submitted to address Oxford’s needs but not on sites allocated in the Plan. In principle, this seems to me a reasonable precaution but the policy in the form submitted has issues that need to be addressed. There are five qualifications that a site that came forward in this way must meet. The first is that the Council must have accepted in a formal way that sites beyond those allocated in the Plan are necessary to ensure a continuous five-year supply and the second requires compliance with Policy PR1. Both are reasonable requirements.
153. The third requires the site that is proposed to have been identified in the Council’s Housing and Economic Land Availability Assessment as a potentially developable site. Given the wide compass of that assessment, that is reasonable too but to ensure this requirement is effective the word ‘potentially’ needs to be removed **[MM 139]**.
154. The fifth qualification sets out the material that will be required to support any application that comes forward. The first of these (a) is a Development Brief. To be effective, this needs to be expanded to include ‘place shaping principles for the entire site’. It also needs to be confirmed that the Development Brief needs to be agreed in advance of any application. These changes **[MM 140]** are needed to ensure that this part of the policy is effective.
155. Point (b) refers to a delivery plan to show that the site itself will deliver a five-year supply of housing. As rehearsed above, it is the contribution of the site to supply overall that is important so (b) needs to be amended to reflect that. This amendment **[MM 141]** is needed to make the policy compliant with national policy, and effective.

156. Point (h) covers any Heritage Impact Assessment that might be required. This requirement needs to be amended to reflect modifications made in this regard to the allocation policies that is to require measures to be identified and for them to be included in any subsequent scheme that might come forward. These changes **[MM 142]** are required to make the policy effective.
157. Archaeology is the subject of point (i). This needs to be altered to bring it into line with the corresponding point in the allocation policies – requiring outcomes of any investigation to be incorporated or reflected in any scheme that comes forward. This change **[MM 143]** is required to make the policy effective.
158. There is a significant omission in the policy as submitted in that affordable housing is not mentioned. A new qualification is required to set out the requirement for 50% affordable housing as defined in the Framework (2019) in line with the allocation policies. This addition **[MM 144]** is required to ensure the policy is compliant with the national approach, and effective.
159. Policy PR13 deals with monitoring and securing delivery. It is largely effective in its approach but the last sentence of the third paragraph needs to acknowledge that any cooperative work to identify strategic requirements arising from cumulative growth in the County must take account not only of the Local Transport Plan and the Oxfordshire Infrastructure Strategy but also associated monitoring. This addition **[MM 145]** is necessary to make the policy and thereby the Plan effective.
160. Appendix 3 to the Plan sets out a housing trajectory. This needs to be updated to reflect the deletion of the Policy PR10 site, and the changes to the other allocations. This amendment **[MM 146 with my deletion and addition for the purposes of clarity]**, is needed to ensure the Plan is consistent and therefore effective. A similar update **[MM 147 with my deletion and addition in the interests of clarity]** is needed to Appendix 4 to the Plan which sets out the Infrastructure Schedule, for the same reasons.
161. There are parts of the Plan that relate to the manner in which the Plan was prepared, and its Oxford, and wider context. Changes are required to the text **[MM 10, MM 12, MM 13, MM 14, MM 15, and MM 16]** to ensure these parts of the Plan are up to date and thereby effective.

Conclusion

162. With those MMs, the policies of the Plan aimed at supporting the allocation policies, and the appendices, will be effective.

Overall Conclusion and Recommendation

163. The Plan has several deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.
164. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that the DtC has been met and that with the recommended MMs set out in the attached Appendix, the Cherwell Local Plan 2011 - 2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

Paul Griffiths

INSPECTOR

This report is accompanied by an Appendix containing the Main Modifications.

Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM 1	2	Contents	<i>Delete 'Woodstock' Heading and page number reference</i>
MM 2	8	xiv	<i>Amend to read:</i> 'The Plan therefore focuses development on a geographic area extending north from Oxford to south Kidlington, <u>and</u> along the A44 corridor to Yarnton and Begbroke., and up to Woodstock in West Oxfordshire.
MM 3	9	Table 1 PR6a	<i>Replace '650' with '<u>690</u>'</i>
MM 4	9	Table 1 PR6b	<i>Replace '530' with '<u>670</u>'</i>
MM 5	9	Table 1 PR7a	<i>Replace '230' with '<u>430</u>'</i>
MM 6	9	Table 1 PR7b	<i>Replace '100' with '<u>120</u>'</i>
MM 7	9	Table 1 PR9	<i>Replace '530' with '<u>540</u>'</i>
MM 8	9	Table 1 PR10	<i>Delete Woodstock row from Table 1.</i>
MM 9	12	1.7	<i>Amend to read:</i> The Partial Review means change for the area of the district which adjoins north Oxford and that which focuses on the A44 corridor. from Oxford to Woodstock in West Oxfordshire.
MM 10	24	2.2	<i>Amend point 4 to read:</i> 'prepared to be consistent with national policy – to meet the apportioned housing requirements so that they meet core planning principles and demonstrate clear, exceptional circumstances for development within the Oxford Green Belt <u>removing land from the Oxford Green Belt for development.</u> '
MM 11	27	2.10	<i>Amend to read:</i> Seven <u>Six</u> residential development areas are identified in a geographic area extending north from Oxford (either

Ref	Page	Policy/ Paragraph	Main Modification
			<p>side of the A4165 Oxford Road) and along the A44 corridor and to Woodstock in West Oxfordshire.</p> <ol style="list-style-type: none"> 1. Land East of Oxford Road, North Oxford (policy PR6a) - Gosford and Water Eaton Parish 2. Land West of Oxford Road, North Oxford (policy PR6b) - Gosford and Water Eaton Parish 3. Land at South East Kidlington (policy PR7a) - Gosford and Water Eaton Parish 4. Land at Stratfield Farm Kidlington (policy PR7b) - Kidlington Parish 5. Land East of the A44 at Begbroke/Yarnton (policy PR8) - Yarnton and Begbroke Parishes (small area in Kidlington Parish) 6. Land West of the A44 at Yarnton (policy PR9) - Yarnton and Begbroke Parishes 7. Land East of Woodstock (policy PR10) - Shipton-on-Cherwell and Thrupp Parish.
MM 12	49	3.57	<p><i>Amend to read:</i></p> <p>'The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. <u>The Strategy is supported by the Active and Healthy Travel Strategy and Oxfordshire County Council Cycling and Walking Design Guides.</u> Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.'</p>
MM 13	53	3.66	<p><i>Amend the first sentence to read:</i></p> <p>'Woodstock is a focus for growth in West Oxfordshire's new, emerging <u>adopted</u> Local Plan. The draft Plan includes more extensive.....'</p>
MM 14	53	3.66	<p><i>Amend to read:</i></p> <p>'Woodstock is a focus for growth in West Oxfordshire's new, emerging Local Plan. The draft Plan includes more extensive growth at Witney and Chipping Norton, growth at Carterton comparable to that at Woodstock and less significant growth in the Burford-Charlbury Area. Larger strategic development is planned at Eynsham on the A40 to the west of Oxford, the majority of which is intended to address West Oxfordshire's contribution (2750 homes) to Oxford's unmet housing need. <u>Oxfordshire's Local Transport Plan (LTP4): A40 Strategy proposes a new link road in Cherwell between the A40 and the A44 to improve access from West Oxfordshire to the A44 and A34.</u></p>
MM 15	54	3.73	<p><i>Amend to read:</i></p> <p>'A National Infrastructure Commission (NIC) report is expected by the end of <u>on the Cambridge-Milton-Keynes-Oxford Arc was published in November 2017</u> including recommendations to the Government linking east- west transport improvements with wider</p>

Ref	Page	Policy/ Paragraph	Main Modification
			growth and investment opportunities along this corridor'
MM 16	54	3.76	<i>Amend to read:</i> 'Approximately 30,000 homes are being planned in The emerging Vale of Aylesbury Vale Local Plan (Draft Plan, 2016) proposes 33,300 new homes to be built in the district in for the period to 2033. The focus of the growth will be at Aylesbury which has recently been granted Garden Town status.
MM 17	64	Table 4 PR6a	<i>Replace '650' with '690'</i>
MM 18	64	Table 4 PR6b	<i>Replace '530' with '670'</i>
MM 19	64	Table 4 PR7a	<i>Replace '230' with '430'</i>
MM 20	64	Table 4 PR7b	<i>Replace '100' with '120'</i>
MM 21	64	Table 4 PR9	<i>Replace '530' with '540'</i>
MM 22	64	Table 4 PR10	<i>Delete Woodstock row from Table 4.</i>
MM 23	65	5.16	<i>Amend to read:</i> 'Figure 10 illustrates our strategy for accommodating growth for Oxford. It shows the geographic relationship between Cherwell, Oxford and West Oxfordshire and specifically the proximity of north Oxford with Kidlington, Yarnton, <u>and</u> Begbroke <u>and</u> Woodstock along the A44 corridor.'
MM 24	66	5.17	<i>Amend to read:</i> 'All of the sites we have identified other than land to the south-east of Woodstock lie within the Oxford Green Belt. We consider that there are exceptional circumstances for the removal of these sites (either in full or in part) from the Green Belt.'
MM 25	66	5.17	<i>Delete as follows:</i> '8. the need to ensure a cautious approach at Woodstock (in terms of the number of new homes) due to the presence of international and national heritage assets while responding to the proximity and connectivity of a growing town to both Oxford and the growth areas on the A44 corridor.'
MM 26	66	5.17	<i>Re-number point 9 as point 8, point 10 as point 9, point 11 as point 10 and point 12 as point 11.</i>
MM 27	67	5.18	<i>Delete as follows:</i>

Ref	Page	Policy/ Paragraph	Main Modification
			'Land to the south-east of Woodstock lies outside but next to the Oxford Green Belt. Land at Frieze Farm is to remain in the Green Belt as we consider that its possible use as a replacement Golf Course would be compatible with the purposes of Green Belts.'
MM 28	69	PR1	<i>Amend to read:</i> 'Cherwell District Council will work with Oxford City Council, West Oxfordshire District Council, Oxfordshire County Council, and the developers of allocated sites to deliver:'
MM 29	69	PR1	<i>Amend point (a) to read:</i> '4,400 homes to help meet Oxford's unmet housing needs <u>and necessary supporting infrastructure</u> by 2031'
MM 30	73	PR2	<i>Amend point 2 to read:</i> '...Provision of 80% of the affordable housing (<u>as defined by the NPPF</u>) as affordable rent/social rented dwellings and 20% as other forms on intermediate affordable homes'
MM 31	76	5.38	<i>Amend to read:</i> 'The Oxford Green Belt in Cherwell presently comprises some 8409 hectares of land. Policy PR3 sets out the area of land for each strategic development site that we are removing from the Green Belt to accommodate residential and associated land uses to help meet Oxford’s unmet housing needs. In total it comprises 253 <u>275</u> hectares of land – a 3 <u>3.3</u> % reduction. Consequently, the total area of Cherwell that comprises Green Belt falls from 14.3% to 13.98 %.'
MM 32	77	5.39	<i>Amend penultimate sentence to read:</i> 'The potential extension of the Science Park, <u>provided for by Policy Kidlington 1 of the Local Plan,</u> will be considered further in Local Plan Part 2...'
MM 33	77	PR3	<i>Amend the sentence to read:</i> 'Policy PR7a – removal of 10.8 <u>21</u> hectares of land as shown on inset Policies Map PR7a'
MM 34	77	PR3	<i>Amend sentence to read:</i> 'Policy PR7b – removal of 4.3 <u>5</u> hectares of land as shown on inset Policies Map PR7b'
MM 35	77	PR3	<i>Amend sentence to read:</i>

Ref	Page	Policy/ Paragraph	Main Modification
			'Policy PR9 – removal of 17.7 <u>27</u> hectares of land as shown on inset Policies Map PR9'
MM 36	82	5.65	<i>Amend last sentence to read:</i> 'Site specific transport measures are identified in Policies PR6a, PR6b, PR7a, PR7b, PR8, <u>and</u> PR9, and PR10.'
MM 37	82	PR4a	<i>Amend to read:</i> 'The strategic developments provided for under Policies PR6 to PR <u>9</u> 10 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport.'
MM 38	85	5.67	<i>Amend sub-point v. to read:</i> ' <u>creating high- quality built and natural environments that can be sustained in the long term,</u> and ' <i>Renumber sub-point vi. as sub-point vii.</i> <i>Add new sub-point vi. to read:</i> ' <u>the construction of sustainable urban drainage systems</u> '
MM 39	86	5.69	<i>Add new point 11 to read:</i> ' <u>enhance health and well-being</u> '
MM 40	86	PR5	<i>Amend first sentence to read:</i> '...Policies PR6 to <u>PR9</u> PR10 ...'
MM 41	86	PR5	<i>Amend point 1 to read:</i> 'Applications will be expected to: (1) Identify existing GI and its connectivity and demonstrate how this will, as far as possible, be protected and incorporated into the layout, design and appearance of the proposed development'
MM 42	86	PR5	<i>Amend point 8 to read:</i> 'Demonstrate where multi- functioning GI can be achieved, <u>including helping to address climate change impacts and taking into account best practice guidance.</u> '
MM 43	86	PR5	<i>Amend point 9 to read:</i> 'Provide details of how GI will be maintained and managed in the long term.'

Ref	Page	Policy/ Paragraph	Main Modification
MM 44	88	5.85	<p><i>Amend 2nd sentence to read:</i></p> <p>‘...It will be necessary to have regard to adopted Development Plan policies for design and the built environment for both Cherwell and Oxford, to the emerging Cherwell Design Guide Supplementary Planning Document (SPD), and to Oxford City Council’s SPD - High Quality Design in Oxford - Respecting Heritage and Achieving Local Distinctiveness, <u>and Oxfordshire County Council’s Cycling and Walking Design Guides...</u>’</p>
MM 45	89	Policies Map PR6a	<p><i>Reduce land allocation for primary school use from 3.2 hectares to 2.2 hectares</i></p> <p><i>Allocate 1 hectare to residential use (see attached <u>pages 47 and 48 of the Schedule of Main Modifications November 2019</u>)</i></p>
MM 46	90	PR6a	<p><i>Amend point 1 to read:</i></p> <p>‘Construction of 690 <u>650</u> dwellings (net) on approximately 25 <u>24</u> hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 40 dwellings per hectare’</p>
MM 47	90	PR6a	<p><i>Amend point 3 to read:</i></p> <p>‘The provision of a primary school with at least three <u>two</u> forms of entry on 32.2 hectares of land in the location shown’</p>
MM 48	90	PR6a	<p><i>Amend point 7 to read:</i></p> <p>‘...pedestrian, wheelchair and all-weather cycle route along the site’s eastern boundary <u>within the area of green space as shown on the policies map.</u>’</p>
MM 49	91	PR6a	<p><i>Add a second sentence to point 10 (a) to read:</i></p> <p><u>‘Minor variations in the location of specific uses will be considered where evidence is available.’</u></p>
MM 50	91	PR6a	<p><i>Amend point 10 (b) to read:</i></p> <p>‘<u>Two pP</u>oints of vehicular access and egress from and to existing highways, primarily from Oxford Road’</p>
MM 51	91	PR6a	<p><i>Amend point 10 (c) to read:</i></p> <p>‘An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to Cutteslowe Park, to the allocated site to the west of Oxford Road (policy PR6b) enabling connection to Oxford City Council’s allocated ‘Northern Gateway’ site, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of</p>

Ref	Page	Policy/ Paragraph	Main Modification
			connection off-site and to existing or potential public transport services. <u>Required access to existing property via the site should be maintained.</u> '
MM 52	92	PR6a	<i>Amend point 13 to read:</i> 'The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including for great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of the watercourse that forms the south-eastern boundary of the site and Hedgerow Regulations Assessment.</u> '
MM 53	92	PR6a	<i>Amend point 15 to read:</i> 'The application shall be supported by a Heritage Impact Assessment which will include <u>identify</u> measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '
MM 54	92	PR6a	<i>Amend point 17 to read:</i> 'The application should demonstrate that Thames Water has agreed in principle <u>and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle</u> that foul drainage from the site will be accepted into <u>the drainage its network.</u> '
MM 55	93	PR6a	<i>Amend point 18 to read:</i> '...mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '
MM 56	93	PR6a	<i>Add new point 20 to read:</i> 'The application shall include a management plan for the <u>appropriate re- use and improvement of soils</u> ' <i>Re-number subsequent points</i>
MM 57	93	PR6a	<i>Amend the final sentence of point 21 to read:</i> 'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a

Ref	Page	Policy/ Paragraph	Main Modification
			programme showing how <u>the site will contribute towards maintaining</u> a five year supply of housing. <u>(for the site) will be maintained year on year.'</u>
MM 58	94	PR6a	<i>Amend point 28 to read:</i> 'The location of archaeological features, including the tumuli to the east of the Oxford Road, should be <u>incorporated and</u> made evident in the landscape design of the site.'
MM 59	96	PR6b	<i>Amend point 1 to read:</i> 'Construction of <u>670 530</u> dwellings (net) on 32 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 25 dwellings per hectare.'
MM 60	96	PR6b	<i>Add a second sentence to point 8 (a) to read:</i> <u>'Minor variations in the location of specific uses will be considered where evidence is available.'</u>
MM 61	96	PR6b	<i>Amend point 8 (b) to read:</i> <u>'Two pPoints of vehicular access and egress from and to existing highways, primarily from Oxford Road, and connecting within the site.'</u>
MM 62	98	PR6b	<i>Amend point 11 to read:</i> 'The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies.'</u>
MM 63	98	PR6b	<i>Amend point 13 to read:</i> 'The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.'</u>
MM 64	98	PR6b	<i>Amend point 15 to read:</i> 'The application should demonstrate that Thames Water has agreed in principle <u>and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached</u>

Ref	Page	Policy/ Paragraph	Main Modification
			in principle that foul drainage from the site will be accepted into <u>the drainage its network.</u> '
MM 65	98	PR6b	<i>Add new point 16 to read:</i> ' <u>The application shall include a management plan for the appropriate re- use and improvement of soils</u> ' <i>Re-number subsequent points</i>
MM 66	98	PR6b	<i>Delete point 17 and renumber subsequent points accordingly</i>
MM 67	99	PR6b	<i>Amend the final sentence of point 19 to read:</i> 'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining</u> a five year supply of housing. (for the site) will be maintained year on year.'
MM 68	101	PR6c	<i>Amend to read:</i> 'Land at Frieze Farm will be reserved for the potential construction of a golf course should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b. <u>Planning Application Requirements</u> <u>1.</u> The application will be expected to be supported by, and prepared in accordance with, a Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council and in consultation with Oxfordshire County Council. The Development Brief shall <u>include:</u> <u>(a) A scheme and outline layout for delivery of the required land uses and associated infrastructure</u> <u>(b) Points of vehicular access and egress from and to existing highways</u> <u>(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment, and to existing or new points of connection off-site and to existing or potential public transport services.</u> <u>(d) Protection and connection of existing public rights of way</u> <u>(e) incorporate d</u> Design principles that respond to the landscape, <u>canal-side</u> and Green Belt setting and the

Ref	Page	Policy/ Paragraph	Main Modification
			<p>historic context of Oxford</p> <p><u>(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (2) below</u></p> <p><u>(g) An outline scheme for vehicular access by the emergency services</u></p> <p><u>2. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council</u></p> <p><u>3. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:</u></p> <p><u>(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction</u></p> <p><u>(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development</u></p> <p><u>(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts through hydrological, hydro chemical or sedimentation impacts</u></p> <p><u>(d) measures for the protection and enhancement of existing wildlife corridors and the protection of existing hedgerows and trees</u></p> <p><u>(e) the creation of a green infrastructure network with connected wildlife corridors</u></p> <p><u>(f) measures to minimise light spillage and noise levels on habitats especially along wildlife corridors</u></p> <p><u>(g) a scheme for the provision for bird and bat boxes and for the viable provision of designated green walls and roofs</u></p> <p><u>(h) farmland bird compensation</u></p> <p><u>(i) proposals for long-term wildlife management and maintenance</u></p> <p><u>4. Measures for the retention of the Grade II listed Frieze Farmhouse and an appropriate sensitive setting</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>5. <u>The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site, particularly the Grade II Listed Frieze Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u></p> <p>6. <u>The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme</u></p> <p>7. <u>The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on existing communities and actions for updating the Travel Plan during the construction of the development</u></p> <p>8. <u>The application will be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 1 Strategic Flood Risk Assessment. The Flood Risk Assessment should include detailed modelling of watercourses taking into account allowance for climate change. There should be no ground raising or built development within the modelled flood zone.</u></p> <p>9. <u>The application shall be supported by a landscaping scheme including details of materials for land modelling (to be agreed with the Environment Agency), together with a management plan for the appropriate re-use and improvement of soils</u></p> <p>10. <u>The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.</u></p> <p>11. <u>A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how the provision of supporting infrastructure will be delivered. The Delivery Plan shall include a start date for development and a programme showing how and when the golf course would be constructed to meet any identified need as a result of the development of Land to the West of Oxford Road</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			(Policy PR6b)
MM 69	103	5.90	Amend last sentence to read: 'A clearly defined field boundary <u>partially</u> marks the extent of the area that is identified for development and the remainder of the southern boundary follows <u>a former historic field boundary.</u> '
MM 70	104	5.95	Delete first two sentences and replace with: 'The farmhouse looks south across land planted as <u>an orchard. To the west of the farmhouse is an area of trees and a traditional orchard which forms an important part of its historic setting.</u> '
MM 71	104 to 105	5.96	Renumber points 5 to 8 as 6 to 9 Insert new point 5 to read: 'Retention and renovation of the Grade II Listed Stratfield Farmhouse and the protection of its historic <u>setting.</u> '
MM 72	106	Policies Map PR7a	Increase extent of residential area Reduce extent of Outdoor Sports Provision Amend revised Green Belt boundary (see attached <i>pages 49 and 50 of the Schedule of Main Modifications November 2019</i>)
MM 73	106	Policies Map PR7a	Amend the policies map to include 'new green space/parks' notation over (in addition to) 'Outdoor Sports provision' on the policies map (see attached <i>pages 49 and 50 of the Schedule of Main Modifications November 2019</i>)
MM 74	107	PR7a	Amend point 1 to read: 'Construction of <u>430</u> 230 dwellings (net) on <u>21</u> 11 hectares of land (the residential area as shown). The dwellings to be constructed at an approximate average net density of 35 dwellings per hectare. '
MM 75	107	PR7a	Amend point 4 to read: 'The provision of <u>21.5</u> 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.'
MM 76	107	PR7a	Add a second sentence to point 9 (a) to read: ' <u>Minor variations in the location of specific uses will be considered where evidence is available.</u> '
MM 77	109	PR7a	Amend point 12 to read:

Ref	Page	Policy/ Paragraph	Main Modification
			'The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies.'</u>
MM 78	109	PR7a	<i>Amend point 14 to read:</i> 'The application should demonstrate that Thames Water, <u>Natural England has agreed in principle and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached</u> in principle that foul drainage from the site will be accepted into <u>the drainage its network.'</u>
MM 79	109	PR7a	<i>Amend point 16 to read:</i> 'The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>
MM 80	109	PR7a	<i>Add new point 17 to read:</i> ' <u>The application shall include a management plan for the appropriate re- use and improvement of soils'</u> <i>Re-number subsequent points</i>
MM 81	110	PR7a	<i>Amend the final sentence of point 19 to read:</i> 'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining a five year supply of housing. (for the site) will be maintained year on year.'</u>
MM 82	111	Policies Map PR7b	<i>Increase Residential area Reduce Nature Conservation Area Amend Revised Green Belt boundary Amend Green Space boundary (see attached pages 51 and 52 of the Schedule of Main Modifications November 2019)</i>
MM 83	112	PR7b	<i>Amend point 1 to read:</i> 'Construction of <u>120 100</u> homes (net) on <u>5 4</u> hectares of land (the residential area). <u>The dwellings to be constructed at an approximate average net density of</u>

Ref	Page	Policy/ Paragraph	Main Modification
			25 dwellings per hectare.
MM 84	112	PR7b	<p><i>Amend point 7 to read:</i></p> <p>'Creation of a nature conservation area on 6.3 <u>5.3</u> hectares of land as shown on the inset Policies Map, incorporating the community orchard and with the opportunity to connect to and extend Stratfield Brake District Wildlife Site.'</p>
MM 85	112	PR7b	<p><i>Amend last sentence of point 9 to read:</i></p> <p>'The Development Brief shall be prepared in consultation with Oxfordshire County Council, and Oxford City Council and the Canal and River Trust</p>
MM 86	112	PR7b	<p><i>Add a second sentence to point 10 (a) to read:</i></p> <p><u>'Minor variations in the location of specific uses will be considered where evidence is available.'</u></p>
MM 87	113	PR7b	<p><i>Amend point 10 (b) to read:</i></p> <p>'Points of vehicular access and egress from and to existing highways with, <u>unless otherwise approved</u>, at least two separate points.'</p>
MM 88	113	PR7b	<p><i>Amend point 10 (c) to read:</i></p> <p>'The scheme shall include an access road from the Kidlington roundabout to the easternmost development parcels and the Stratfield Farm building complex. only, as shown on the inset Policies Map.</p>
MM 89	114	PR7b	<p><i>Amend point 13 to read:</i></p> <p>'The application(s) shall be supported by a phase 1 habitat survey including an habitat suitability index (HSI) survey for great crested newts, <u>and protected and notable species surveys as appropriate, including</u> great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, water vole, otter, invertebrate, dormouse, breeding birds and reptiles, an internal building assessment for roosting barn owl, and an assessment of water bodies.'</p>
MM 90	115	PR7b	<p><i>Amend point 16 to read:</i></p> <p>'The application should demonstrate that Thames Water, <u>Natural England</u> has agreed in principle and <u>and the Environment Agency, have been consulted regarding wastewater treatment capacity and agreement has been reached</u> in principle that foul drainage from the site will be accepted into <u>the drainage</u> its network.'</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM 91	115	PR7b	<p><i>Amend point 17 to read:</i></p> <p>'...a Heritage Impact Assessment which will <u>identify include</u> measures to avoid or minimise conflict with identified heritage assets <u>within and adjacent to</u> the site, particularly Stratfield Farmhouse. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u></p>
MM 92	115	PR7b	<p><i>Amend point 18 to read:</i></p> <p>'...a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u></p>
MM 93	115	PR7b	<p><i>Add new point 19 to read:</i></p> <p><u>'The application shall include a management plan for the appropriate re- use and improvement of soils'</u></p> <p><i>Re-number subsequent points</i></p>
MM 94	115	PR7b	<p><i>Amend the final sentence of point 21 to read:</i></p> <p>'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining a five year supply of housing. (for the site) will be maintained year on year.'</u></p>
MM 95	121	PR8	<p><i>Amend point 1 to read:</i></p> <p>'Construction of 1,950 dwellings (net) on approximately 66 hectares of land (the residential area as shown). <u>The dwellings are to be constructed at an approximate average net density of 45 dwellings per hectare'</u></p>
MM 96	121	PR8	<p><i>Amend point 4 to read:</i></p> <p>'The provision of a primary school with <u>at least three forms of entry on 3.2 hectares of land in the location shown'</u></p>
MM 97	121	PR8	<p><i>Amend point 5 to read:</i></p> <p>'The provision of a primary school with <u>at least two forms of entry on 2.2 hectares of land in the location shown if required in consultation with the Education Authority and unless otherwise agreed with Cherwell District Council.'</u></p>
MM 98	122	PR8	<p><i>Amend last sentence of point 17 to read:</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			'The Development Brief shall be prepared in consultation with Oxfordshire County Council, and Oxford City Council, <u>Network Rail and the Canal and River Trust</u> '
MM 99	122	PR8	<i>Add a second sentence to point 18 (a) to read:</i> ' <u>Minor variations in the location of specific uses will be considered where evidence is available.</u> '
MM 100	122	PR8	<i>Amend point 18 (b) to read:</i> 'Points of vehicular access and egress from and to existing highways with at least two separate, <u>connecting points from and to the A44 and including the use of the existing Science Park access road.</u> '
MM 101	123	PR8	<i>Amend point 18 (f) to read:</i> 'In consultation with Oxfordshire County Council <u>and Network Rail</u> , proposals for the closure/unadoption of Sandy Lane, the closure of Sandy Lane to motor vehicles...'
MM 102	123	PR8	<i>Amend point 19 to read:</i> 'The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), prepared in consultation and agreed with Cherwell District Council. The BIA shall include <u>be informed by a hydrogeological risk assessment to determine whether there would be any material change in ground water levels as a result of the development and any associated adverse impact, particularly on Rushy Meadows SSSI, requiring mitigation. It shall also be informed by investigation of any above or below ground hydrological connectivity with the SSSI and between Rowel Brook and Rushy Meadows SSSI</u>
MM 103	124	PR8	<i>Amend point 21 to read:</i> 'The application(s) shall be supported by a phase 1 habitat survey <u>and protected and notable species surveys as appropriate, including</u> and surveys for badgers, nesting birds, amphibians (in particular Great Crested Newts), reptiles and for bats including associated tree assessment, hedgerow regulations assessment.'
MM 104	124	PR8	<i>Amend point 22 to read:</i> 'The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for

Ref	Page	Policy/ Paragraph	Main Modification
			maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development. <u>The Transport Assessment shall include consideration of the effect of vehicular and non-vehicular traffic on use of the railway level crossings at Sandy Lane, Yarnton Lane and Roundham.</u>
MM 105	125	PR8	<i>Amend point 23 to read:</i> 'The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation, and having regard to guidance contained within the Council’s Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council’s Level 1 and Level 2 SFRA’s. <u>Residential development must be located outside the modelled Flood Zone 2 and 3 envelope.</u> '
MM 106	125	PR8	<i>Amend point 24 to read:</i> 'The application should demonstrate that Thames Water, <u>Natural England has agreed in principle and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached</u> in principle that foul drainage from the site will be accepted into <u>the drainage its network.</u> '
MM 107	125	PR8	<i>Amend point 25 to read:</i> 'The application shall be supported by a Heritage Impact Assessment which will include <u>identify</u> measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Oxford Canal Conservation Area and the listed structures along its length. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '
MM 108	125	PR8	<i>Amend point 26 to read:</i> '...mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.</u> '
MM 109	125	PR8	<i>Add new point 28 to read:</i>

Ref	Page	Policy/ Paragraph	Main Modification
			'The application shall include a management plan for the appropriate re- use and improvement of soils' <i>Re-number subsequent points</i>
MM 110	125	PR8	<i>Amend the final sentence of point 30 to read:</i> 'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining</u> a five year supply of housing. (for the site) will be maintained year on year. '
MM 111	127	5.121	<i>Amend to read:</i> 'We are also seeking to enhance the beneficial use of the Green Belt within the site by requiring improved informal access to the countryside and significant ecological and biodiversity gains <u>primarily through the establishment of publicly accessible informal parkland between the proposed built development and the retained agricultural land to the west. There will also be opportunities for significant ecological and biodiversity gains.</u> The Council’s priority will be the creation of a new Local Nature Reserve at the southern end of the site with good access to the primary school and the existing public rights of way.'
MM 112	129	Policies Map PR9	<i>Extend residential area to 25.3 hectares</i> <i>Delete Public Access Land</i> <i>Amend Revised Green Belt boundary</i> <i>Add 24.8 hectares of new green space/parks</i> <i>Add 39.2 hectares of retained agricultural land (see attached pages 53 and 54 of the Schedule of Main Modifications November 2019)</i>
MM 113	130	PR9	<i>Amend point 1 to read:</i> 'Construction of 540 530 dwellings (net) on approximately 25 16 hectares of land (the residential area as shown). The dwellings are to be constructed at an approximate average net density of 35 dwellings per hectare'
MM 114	130	PR9	<i>Amend point 3 to read:</i> 'The provision of 1.6 1.8 hectares of land for use by the existing William Fletcher Primary School to enable potential school expansion within the existing school site and the replacement of playing pitches and amenity space.'
MM 115	130	PR9	<i>Amend point 5 to read:</i> ' Public access within the 74 hectares of land <u>The provision of public open green space as informal</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>parkland on 24.8 hectares of land to the west of the residential area and a new Local Nature Reserve accessible to William Fletcher Primary School.'</u>
MM 116	130	PR9	<i>Insert point 7 to read:</i> <u>'The retention of 39.2 hectares of land in agricultural use in the location shown'</u>
MM 117	130	PR9	<i>Add a second sentence to point 8 (a) to read:</i> <u>'Minor variations in the location of specific uses will be considered where evidence is available.'</u>
MM 118	130	PR9	<i>Amend point 8 (b) to read:</i> <u>'At least two separate pPoints of vehicular access and egress to and from the A44 <u>with a connecting road between.'</u></u>
MM 119	132	PR9	<i>Amend point 11 to read:</i> 'The application(s) shall be supported by a phase 1 habitat survey including habitat suitability index survey for great crested newts, <u>and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), for badgers, breeding birds, internal building assessment for roosting barn owl, dormouse, reptile, tree and building assessment for bats, bat activity, hedgerow regulations assessment and assessment of water courses"</u>
MM 120	132	PR9	<i>Amend point 14 to read:</i> 'The application should demonstrate that Thames Water has agreed in principle <u>and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage its network.'</u>
MM 121	132	PR9	<i>Amend point 16 to read:</i> <u>'...mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.'</u>
MM 122	132	PR9	<i>Add new point 17 to read:</i> <u>'The application shall include a management plan for the appropriate re- use and improvement of soils'</u> <i>Re-number subsequent points</i>
MM 123	133	PR9	<i>Amend the final sentence of point 18 to read:</i>

Ref	Page	Policy/ Paragraph	Main Modification
			'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining</u> a five year supply of housing. (for the site) will be maintained year on year.'
MM 124	135 to 137	5.124 to 5.139	<i>Delete paragraphs 5.124 to 5.139.</i>
MM 125	138 to 144	Policies Map PR10	<i>Delete Policies Map and Key</i>
MM 126	139 to 143	PR10	<i>Delete Policy PR10</i>
MM 127	145	5.143	<i>Amend to read:</i> 'The Council’s emerging Supplementary Planning Document provides guidance on Developer Contributions associated with new development. The Council has consulted on a draft Charging Schedule for a possible Community Infrastructure Levy, a potential complementary means of acquiring funds for infrastructure. However, it has not yet been determined whether the Council will introduce CIL, particularly as the Government is reviewing how CIL functions, and its relationship with securing developer contributions through ‘Section 106’ legal obligations and options for reform. An announcement is expected by the Government at the Autumn Budget 2017. ”
MM 128	146	5.148	<i>Amend to read:</i> '...liaison on infrastructure issues will be required with partner authorities including the County Council, <u>and Oxford City Council</u> and West Oxfordshire District Council. '
MM 129	146	5.148	<i>Amend to read:</i> In delivering the developments identified in this Plan, liaison on infrastructure issues will be required with partner authorities including the County Council <u>and Oxford City Council</u> and West Oxfordshire District Council. for example to ensure a joined-up approach to the provision of additional school places and public open space where there are cross-boundary implementation matters to consider.
MM 130	147	PR11	<i>Amend point 1 to read:</i> 'Working with partners including central Government,

Ref	Page	Policy/ Paragraph	Main Modification
			the Local Enterprise Partnership, Oxford City Council, West Oxfordshire District Council , Oxfordshire County Council and other service providers to:...
MM 131	147	PR11	<i>Amend point 1 (a) to read:</i> 'provide <u>and maintain</u> physical, community and green infrastructure'
MM 132	148	PR11	<i>Amend point 2 to read:</i> Completing and k 'Keeping up-to-date a Developer Contributions
MM 133	148	PR11	<i>Amend point 3 to read:</i> ' Ensure that D development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social, <u>sport</u> , leisure and community facilities, wastewater treatment and sewerage, and with necessary developer contributions in accordance with adopted requirements <u>including those of the Council's Developer Contributions SPD.</u>
MM 134	148	PR11	<i>Add new point 4 to read:</i> ' <u>All sites are required to contribute to the delivery of Local Plan infrastructure. Where forward funding for infrastructure has been provided, for example from the Oxfordshire Growth Board as part of the Oxfordshire Housing and Growth Deal, all sites are required to contribute to the recovery of these funds as appropriate.</u> '
MM 135	150	5.165	<i>Delete point 2.</i>
MM 136	150	5.165	<i>Amend point 3 to read:</i> '3. we are requiring developers to clearly show that they can maintain <u>contribute towards maintaining</u> a five year supply. for their own sites. '
MM 137	150	PR12a	<i>Delete 3rd paragraph:</i> ' Land South East of Kidlington (Policy PR7a—230 homes) and Land South East of Woodstock (Policy PR10—410 homes) will only be permitted to commence development before 1 April 2026 if the calculation of the five year land supply over the period 2021 to 2026 falls below five years '.
MM 138	150	PR12a	<i>Amend fifth paragraph to read:</i> 'Permission will only be granted for any of the allocated sites if it can be demonstrated at application stage that they will <u>contribute in delivering</u> a continuous five year housing land supply

Ref	Page	Policy/ Paragraph	Main Modification
			on a site-specific basis (i.e. measured against the local plan housing trajectory allocation for the site). This will be achieved via the Delivery Plans required for each strategic development site.
MM 139	151	PR12b	<i>Amend point 3 to read:</i> 'the site has been identified in the Council's Housing and Economic Land Availability Assessment as a potentially D developable site'
MM 140	151	PR12b	<i>Amend point 5 (a) to read:</i> 'A comprehensive Development Brief <u>and place shaping principles for the entire site</u> to be agreed <u>in advance</u> by the Council in consultation with Oxfordshire County Council and Oxford City Council
MM 141	151	PR12b	<i>Amend point 5 (b) to read:</i> 'The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how <u>the site will contribute towards maintaining a five year supply of housing.</u> (for the site) will be maintained year on year.'
MM 142	152	PR12b	<i>Amend point 5 (h) to read:</i> 'a Heritage Impact Assessment which will <u>identify include</u> measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site. <u>These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.'</u>
MM 143	152	PR12b	<i>Amend point 5 (i) to read:</i> 'a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. <u>The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme'</u>
MM 144	151	PR12b	<i>Add new point 3 to read:</i> ' <u>50% of the homes are provided as affordable housing as defined by the National Planning Policy Framework.'</u> <i>Renumber existing points 3 to 5 as 4 to 6.</i>
MM 145	155	PR13	<i>Amend last sentence of 3rd paragraph to read:</i>

Ref	Page	Policy/ Paragraph	Main Modification
			'This will include the implementation of Local Plans and County wide strategies such as the Local Transport Plan and the Oxfordshire Infrastructure Strategy <u>and associated monitoring</u> .
MM 146	162	Appendix 3	<i>Update housing trajectory as indicated on revised trajectory attached (see page 58 of the Schedule of Main Modifications November 2019)</i>
MM 147	163 to 182	Appendix 4	<i>Update infrastructure schedule (see attached updated schedule pages 59-104 of the Schedule of Main Modifications November 2019)</i>
MM 148	-	Whole Plan	<i>Remove policy shading for PR3b, PR3c, PR3d and PR3e (land to be removed from the Green Belt) (note: retain shading for safeguarded land – PR3a) (see attached Proposed Map Changes) (see pages 47 to 57 of the Schedule of Main Modifications November 2019)</i>

Cherwell Local Plan 2011 – 2031 (Part 1) - Partial Review of the Cherwell Local Plan – Oxford’s Unmet Housing Needs

**Schedule of Proposed Minor Modifications
to the Partial Review of the Cherwell Local Plan
November 2019
and Additional Minor Modifications Since February 2020**

These are modifications to the Proposed Submission Plan (July 2017) following receipt of the Inspector’s Post Hearing Advice Note (July 2019). This document replaces the published Proposed Focused Changes and Minor Modifications - February 2018

The proposed Modifications to the Partial Review of the Cherwell Local Plan Proposed Submission Plan July 2017 comprise the Schedule of proposed Main and Minor Modifications, the attached Minor Proposed Map Changes and Infrastructure Schedule.

New text is shown in **bold and underlined**. Deleted text is shown in **bold and ~~struckthrough~~**.

Minor modifications – generally cover factual updates, typographical corrections and presentational improvements

The reasons for changes and modifications are further explained in the Council’s published Explanatory note (November 2019)

Proposed modifications highlighted in grey are those suggested since receipt of the Inspector’s Advice Note.

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 1	-	Whole Plan	All Relevant Maps	Update the copyright on all maps (see attached Proposed Map Changes)	Updating
Min 2	-	Whole Plan	All Relevant Maps	Improve the scale bars on all maps (see attached Proposed Map Changes)	Presentation
Min 3	-	Whole Plan	All Relevant Maps	Improve differentiation between mapping designations/shading and ensure all mapping layers are clearly visible and ensure consistency with adopted Local Plan (see attached Proposed Map Changes)	Presentation
Min 4	-	Whole Plan	All Relevant Maps	Ensure all proposed land allocations appear on other policy maps (e.g. Policy PR6b on the map for Policy PR6a) and add labels for the policies being illustrated (see attached Proposed Map Changes)	Presentation
Min 5	-	Whole Plan	All Relevant Maps	Update layer including to show correct symbolology/labelling for Ancient Woodland	Presentational Correction / Representation PR-C-0766 from BBOWT
Min 6	-	Whole Plan	All Relevant Maps	Replace BAP habitat layer with S.41 NERC Act layer	Presentational correction
Min 7	-	Whole Plan	All Relevant Maps	Show Local Wildlife Sites	Presentational correction

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 8	-	Whole Plan	All Relevant maps	Ensure Conservation Target Area layer is clearly visible on all maps (see attached Proposed Map Changes)	Presentational correction
Min 9	-	Whole Plan	Plan Text and Footnotes	Update hyperlink to Evidence List on the Council's new website and document references.	Update
Min 10	-	All policies Maps - key	All policies Maps - key	Replace site reference number <u>on the key</u> with red site boundary notation and label it 'site boundary'.	Plan Improvement / clarification
Min 11	Page 9	Executive Summary, Paragraph xxii.	2nd sentence	Amend to read as 'The policy makes it clear that if monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Housing , Communities and Local Government to...'	Change to the Secretary of State's title
Min 12	Page 21	Table 3	Vale of White Horse	Replace '220' with ' 2200 '	Typo
Min 13	Page 21	Text Box (Memorandum of Cooperation, November 2016)	2 nd para.	Amend paragraph to read '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 any district. Each LPA will remain responsible for the allocation of housing sites within its own district and through its own Local Plan process.'	Copy/paste error

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 14	Page 35	Paragraph 3.17	-	In this growth context, the Oxfordshire councils continue to cooperate on cross-boundary strategic matters, including on an Oxfordshire Infrastructure Strategy (OxIS)(30), the first stage of which was completed in April 2017.	Updating / OxIS Stage 2 (November 2017) recently published
Min 15	Page 65	Figure 10: Spatial Strategy – Key Diagram	Site PR7a	Extend proposed growth area	Consequential change
Min 16	Page 65	Figure 10: Spatial Strategy – Key Diagram	Site PR7b	Extend proposed growth area	Consequential change
Min 17	Page 65	Figure 10: Spatial Strategy – Key Diagram	Site PR9	Extend proposed growth area	Consequential change
Min 18	Page 65	Figure 10: Spatial Strategy – Key Diagram	Site PR10	Remove whole site from diagram	Consequential change
Min 19	Page 66	Para 5.17	Point 2	Amend to read 'the clear inability for Oxford City to fully meet its own housing needs'	Clarification
Min 20	Page 76	Para 5.39	PR3(c)	Amend to read 'Following the development of land to the north of Oxford and to the west of Oxford Road, the A34 will form the logical, permanent Green Belt boundary in is this location.	Correction
Min 21	Page 77	Policy PR3 - The Oxford Green Belt	Paragraph 5.39 PR3(e)	Amend the third sentence of paragraph 5.39 PR3 (e) to read: 'The potential extension of the Science Park will be considered further in the next Local Plan Local Plan Part 2. '	Update to LDS dated December 2018.

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 22	Page 78	Policy PR3	(b)	Amend to read: '0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8 the map at Appendix 2)	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
Min 23	Page 78	Policy PR3	(c)	Amend to read: '11.8 hectares of land south of the A34 and west of the railway line (to the west of the strategic development site allocated under policy PR6b as shown on inset Policies Map PR6b the map at Appendix 2) '	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
Min 24	Page 78	Policy PR3	(d)	Amend to read: '9.9 hectares of land comprising the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride (as shown on inset Policies Map 6a the map at Appendix 2) '	Presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
Min 25	Page 78	Policy PR3	(e)	Amend to read: '14.7 hectares of land to <u>the</u> north, east and west of Begbroke Science Park (as shown on inset Policies Map PR8 the map at Appendix 2) '	Typo and presentational updating reflecting the effect of removing land from the Green Belt that is not safeguarded beyond the Plan period
Min 26	Page 80	Paragraph 5.57	2 nd sentence	Amend to read 'In particular cycle improvements between Oxford Parkway <u>and</u> Cutteslowe	Grammatical correction

MINOR MODIFICATIONS

Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
				Roundabout could help to complete an improved route between Kidlington and Oxford'.	
Min 27	Page 88	Paragraph 5.78	Line 3	Amend to read '...far outweigh the those adverse effects...'	Grammatical correction
Min 28	Page 89	Policies Map	Policy PR6a	Remove 'existing green space' falling within Oxford City Council's administrative boundary.	In response to a request from Oxford City Council
Min 29	Page 95	Policies Map	Policy PR6b	Remove 'existing green space' falling within Oxford City Council's administrative boundary.	In response to a request from Oxford City Council
Min 30	Page 100	Policies Map	Policy PR6c	Remove 'existing green space' falling within Oxford City Council's administrative boundary.	In response to a request from Oxford City Council
Min 31	Page 101	Policy PR6c	1 st paragraph	Amend to read 'Land at Frieze Farm (30 hectares) will be reserved.....'	Plan improvement
Min 32	Page 105	Paragraph 5.697	Paragraph number	Re-number paragraph no. 5.697 as ' 5.97 '	Typo
Min 33	Page 111	Policy PR7b – Policies Map	Land at Stratfield Farm	Indicate location of orchard referred to in Policy PR7b, point 6 (See attached Proposed Map Changes)	Presentational correction
Min 34	Page 112	Policy PR7b	Point 8	Amend to read '...Land East of the A44 (PR9) (PR8) across the Oxford Canal,....'	Typo

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 35	Page 113	Policy PR7b – Land at Stratfield Farm	PR7b – 10 (g)	Amend to read: The maintenance and enhancement of significant the protected trees, existing tree lines and hedgerows.	Correction.
Min 36	Page 114	Policy PR7b	Point 13	Amend to read ‘...phase 1 habitat survey including an a habitat suitability index...’	Typo
Min 37	Page 123	Policy PR8	Point 18 (m)	A An outline scheme for vehicular access by the emergency services	Typo
Min 38	Page 132	Policy PR9 - Land West of Yarnton	Policy PR 9 - point 15	Amend to read: The application shall be supported by a Heritage Impact Assessment which will include identify measures to avoid or minimise conflict with identified heritage assets within or adjacent to the site’ (point 15 ends)	Plan improvement
Min 39	Page 137	Paragraph 5.139	-	Amend to read: ‘...and the emerging Cherwell Design Guide’	Future proofing for SPD adoption
Min 40	Page 148	Policy PR11 – Infrastructure Delivery	Point 2	Amend to read: ‘Completing and keeping up-to-date a Development Contributions Supplementary Planning Document...’	Typo
Min 41	Page 149	Paragraph 5.157	1 st sentence	Amend to read: ‘We need to ensure...’	Grammatical error
Min 42	Page 155	Policy PR13 – Monitoring and Securing Delivery	Final paragraph	Amend to read: ‘If monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of	Change to Secretary of State's title.

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
				State for Housing , Communities and Local Government to....'	
Min 43	Page 158	Appendix 1 - Policies Map	Policies Map	Add PR3a reference on Policies Map for the Safeguarded land to the south of policy PR8.	Correction of error/Clarification.
Min 44	Page 158	Appendix 1 - Policies Map	Policies Map	Update reflecting changes to other Policies Maps (see attached)	Updating for consistency
Min 45	Page 160	Appendix 2 - Green Belt Plan	Proposed Changes to the Green Belt within Cherwell District	Add labels for PR3a, PR3b, PR3c, PR3d and PR3e	Presentational clarification
Min 46	Page 160	Appendix 2 – Green Belt Plan	Proposed Changes to the Green Belt in Cherwell District	Amend Green Belt to be removed for sites PR7a, PR7b and PR9	Consequential change
Min 47	Page 162	Appendix 3 – Housing Trajectory	Allocation Column	Insert lines to identify 5 year period	Presentational correction
Min 48	Page 184	Appendix 5 – Monitoring Framework	Policy PR3 Local Plan Indicators	PR7a- replace 10.75 ha with 20.7 ha Add PR7 b– 5.2 ha PR9 – replace 17.6 ha with 27.2 ha	Correction/consequential change

MINOR MODIFICATIONS					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 49	Page 185	Appendix 5 – Monitoring Framework	Policy PR6a Local Plan Indicators	Delete Local Plan Indicators and replace with <u>'Residential completions'</u>	For consistency
Min 50	Page 186	Appendix 5 – Monitoring Framework	Policy PR10	Delete row associated with PR10	Consequential Change
Min 51	Page 190-191	Appendix 6 - Thematic Maps	-	Make the following changes to the theme maps - Remove Woodstock housing allocation and the associated green infrastructure and sports provision at site: PR10:	Consequential change
Min 52	Page 193	Appendix 7 - Evidence Base	-	Update Evidence link as follows: https://www.cherwell.gov.uk/info/112/evidence-base/369/local-plan-part-1-partial-review---evidence-base	Updating

Additional Minor Modifications Since February 2020

ADDITIONAL MINOR MODIFICATIONS SINCE FEBRUARY 2020					
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 53	-	Whole plan	Plan Text and Footnotes	Removal of Footnotes relating to evidence base to avoid duplication with Appendix 7.	Future proofing for DPD adoption

ADDITIONAL MINOR MODIFICATIONS SINCE FEBRUARY 2020

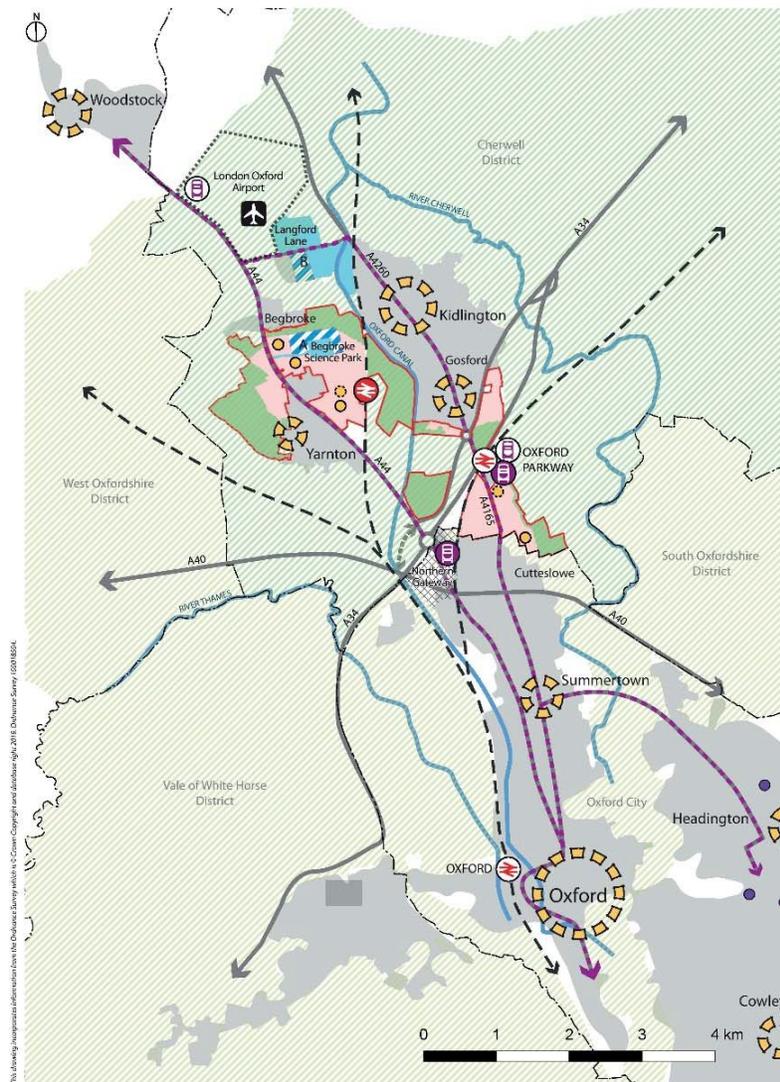
Ref No.	Page no.	Section/Policy/Paragraph/ Table/Diagram	Reference	Proposed Change	Reason
Min 54	-	All policies	All points	Addition of full stops at the end of all points in policies.	Typographical updates for consistency
Min 55	Page 160	Appendix 2 - Green Belt Plan	-	Replace Aylesbury Vale District text label with 'Buckinghamshire' text label on map.	Updating to reflect the creation of the new unitary Buckinghamshire Council
Min 56	Page 193	Appendix 7 - Evidence Base	-	Update Evidence link as follows: https://www.cherwell.gov.uk/info/83/local-plans/215/partial-review-of-cherwell-local-plan-2011-2031-part-1-oxfords-unmet-housing-need	Future proofing for DPD adoption

Cherwell Local Plan 2011 – 2031 (Part 1) - Partial Review of the Cherwell Local Plan – Oxford's Unmet Housing Needs

Proposed Minor Map Changes

September 2019

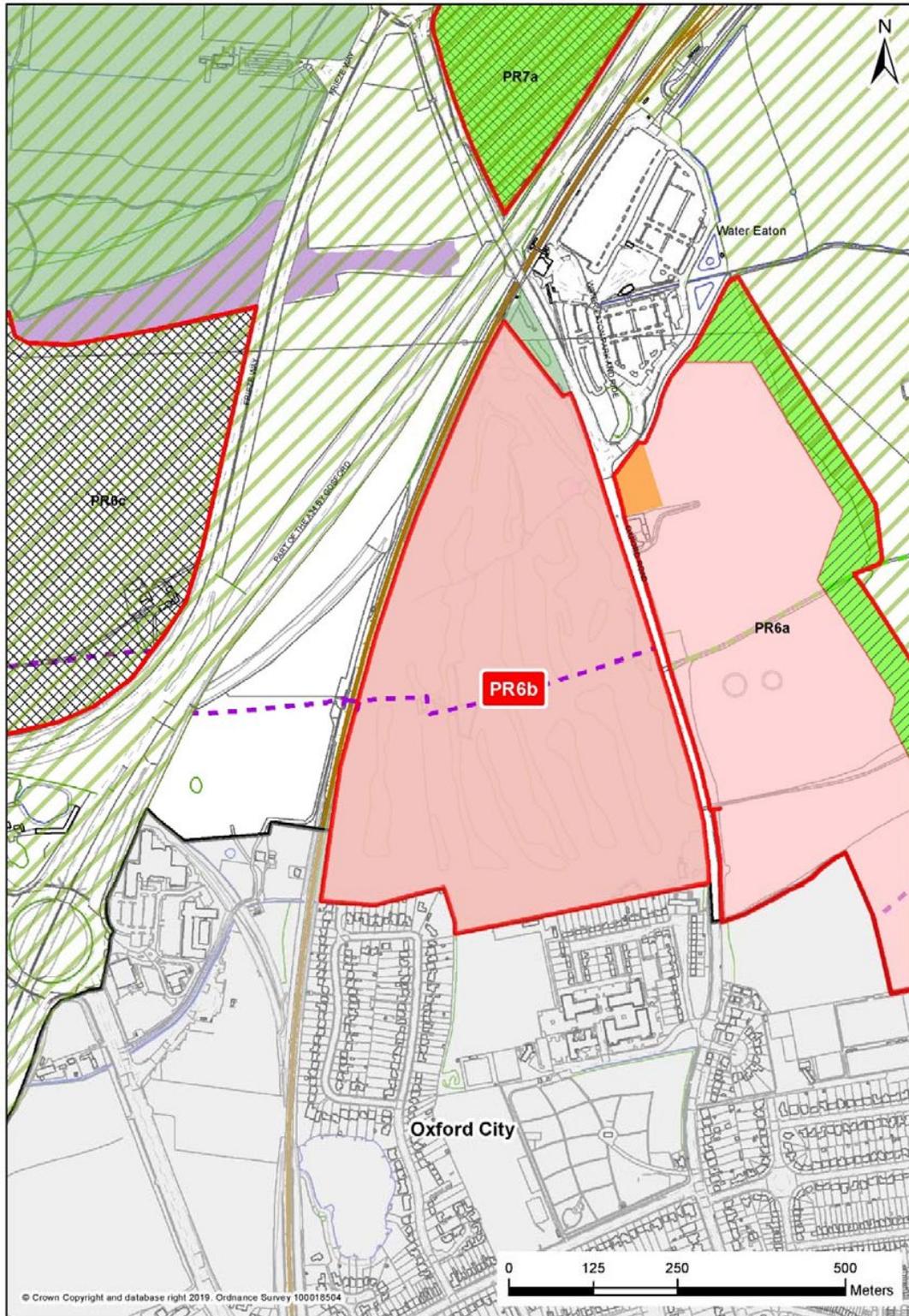
Figure 10: Spatial Strategy – Key Diagram



Key Diagram - For Illustrative Purposes Only



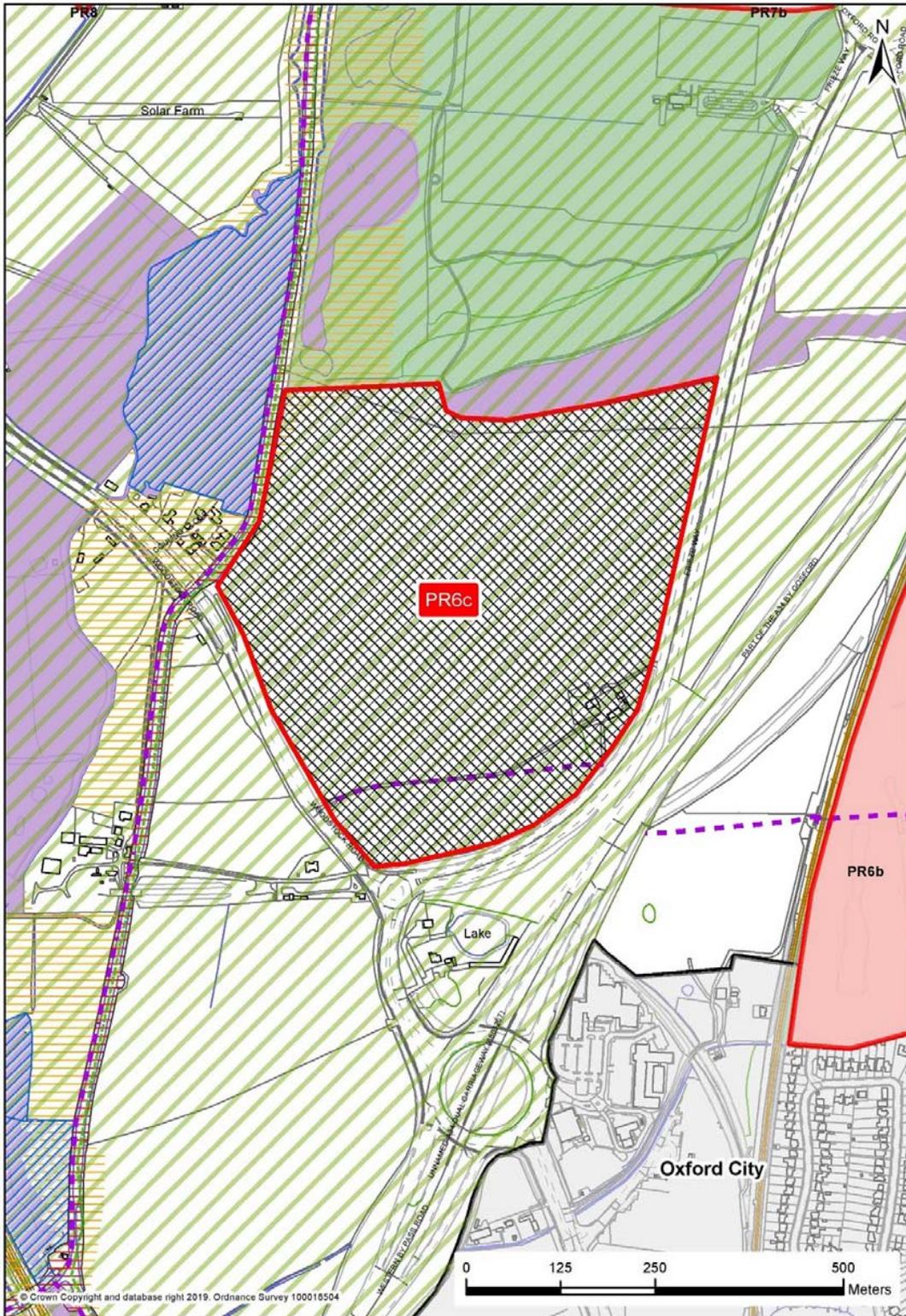
Policy PR6b Map – Land West of Oxford Road



Policy PR6b Key

	Site Boundary
	Cherwell District
	Existing Green Space
	Local Centre
	NERC Act, S41
	New Green Space/Parks
	Outdoor Sports Provision
	Oxford City
	Public Bridleway
	Public Footpath
	Reserved Site for Golf Course Replacement
	Residential
	Revised Green Belt

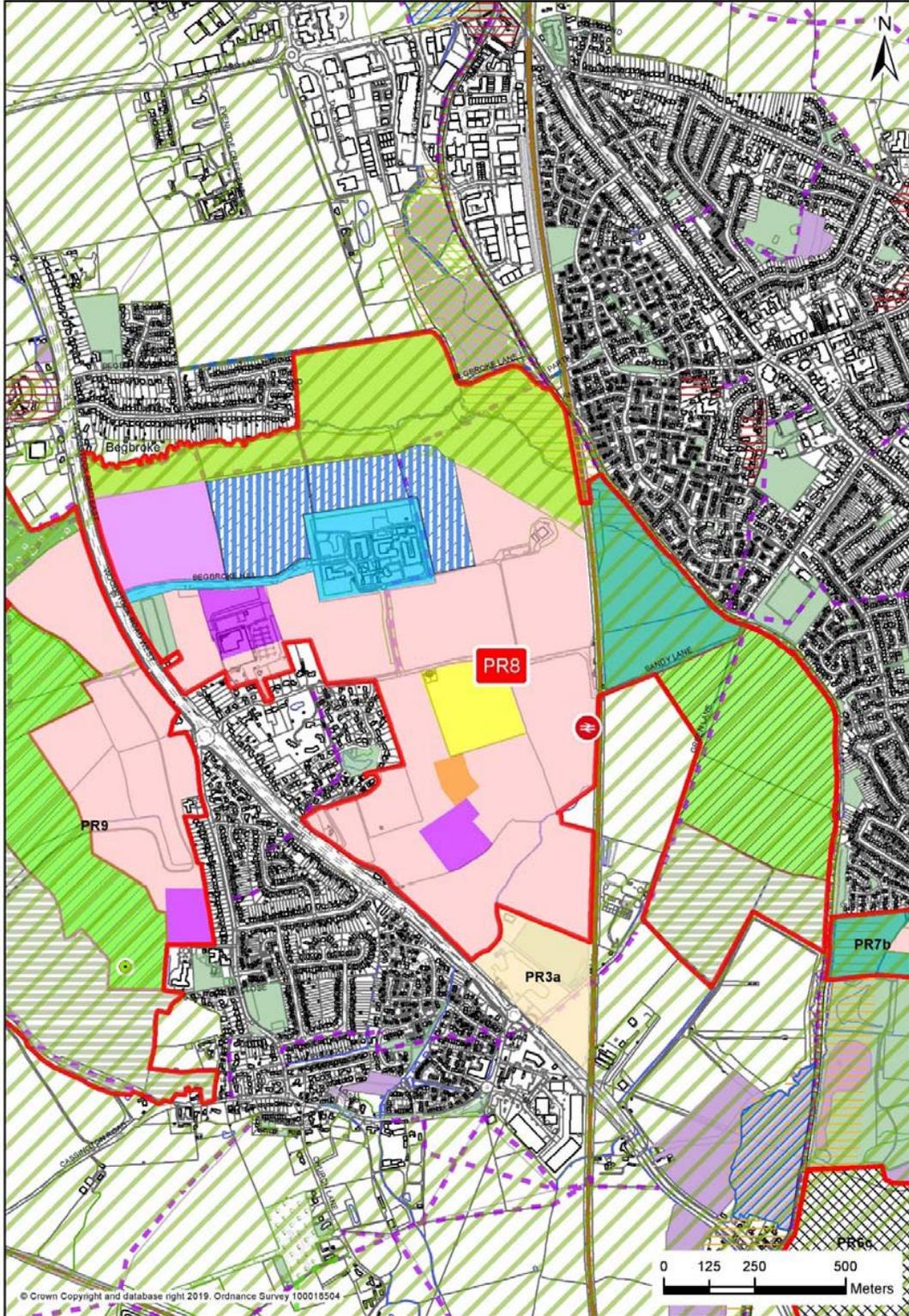
Policy PR6c Map – Land at Frieze Farm



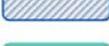
Policy PR6c Key

	Site Boundary
	Cherwell District
	Conservation Areas
	Conservation Target Areas
	Existing Green Space
	Local Wildlife Site
	NERC Act. S41
	Oxford Canal Trail
	Oxford City
	Public Footpath
	Reserved Site for Golf Course Replacement
	Residential
	Revised Green Belt

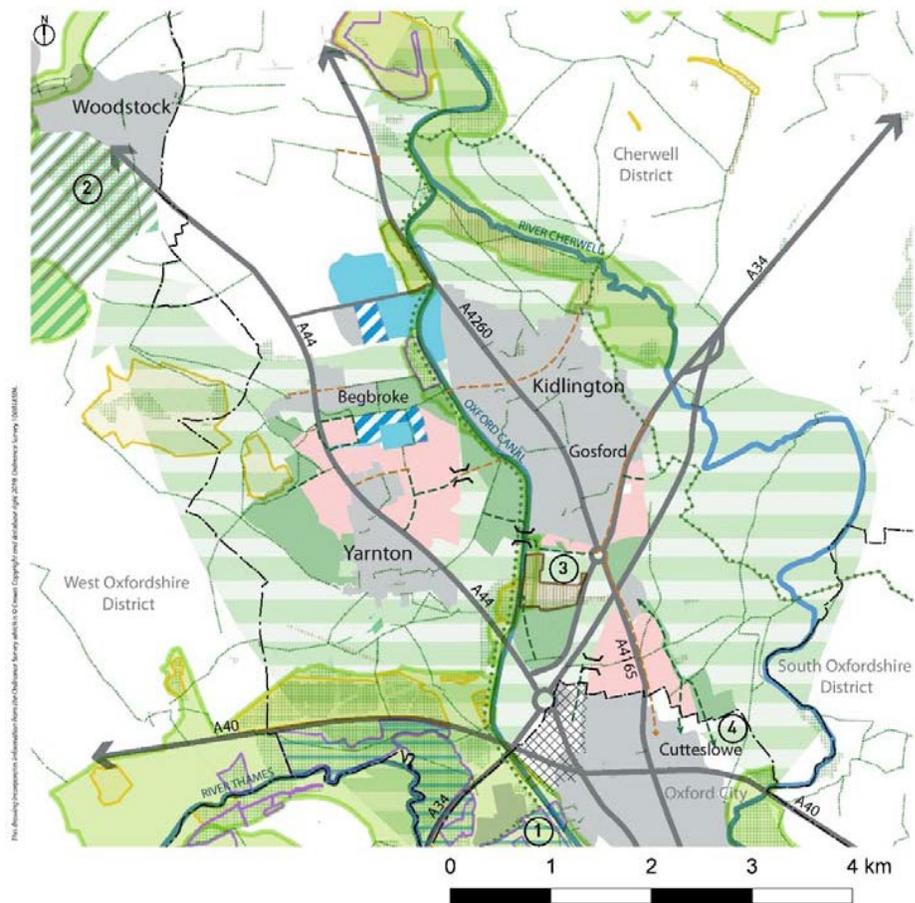
Policy PR8 Map – Land East of the A44



Policy PR8 Key

	Site Boundary		Public Bridleway
	Community Woodland		Public Footpath
	Conservation Areas		Restricted Byway
	Conservation Target Areas		Reserved Land for Railway Station Halt
	Existing Begbroke Science Park		Reserved Site for Golf Course Replacement
	Existing Green Space		Residential
	Former Landfill Site		Retained Agricultural Land
	Historic Parks and Gardens		Revised Green Belt
	Land Reserved for Employment		Secondary School Use
	Local Centre		Site of Special Scientific Interest (SSSI)
	Local Nature Reserve		
	Local Nature Reserve		
	Local Wildlife Site		
	Nature Conservation Area		
	NERC Act. S41		
	New Green Space/Parks		
	Oxford Canal Trail		
	PR3a (Safeguarded Land)		
	Primary School Use		

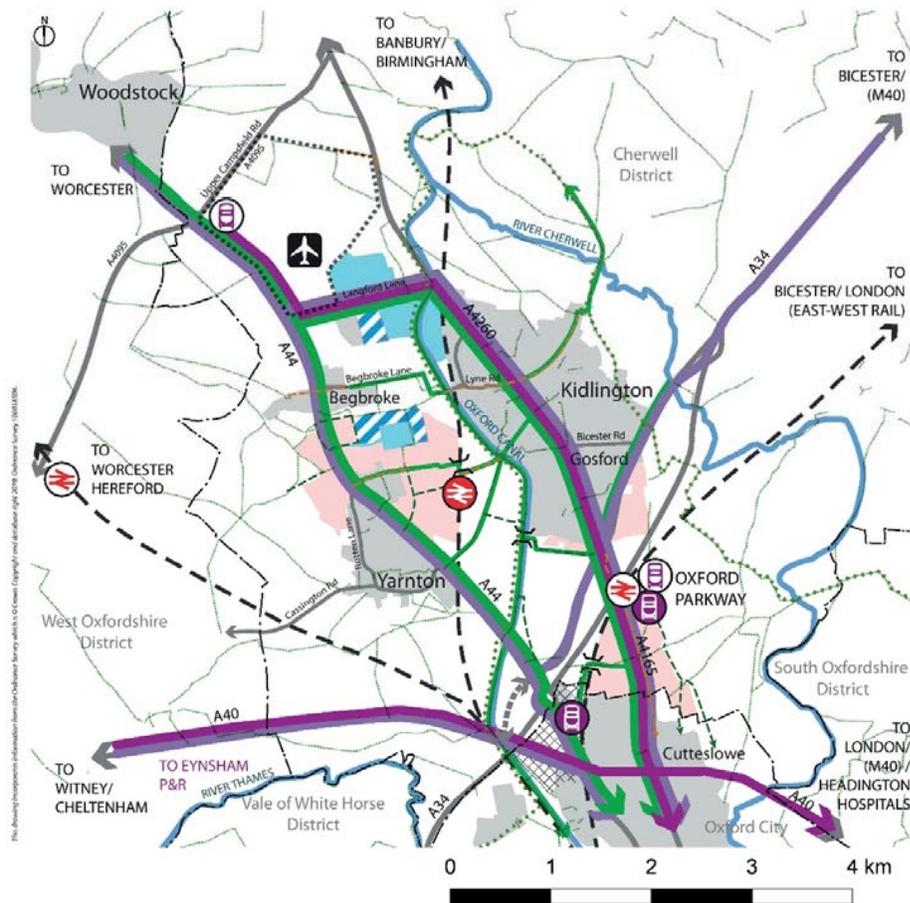
Thematic Maps



Green Corridors - For Illustrative Purposes Only

Key	District Wildlife Site	Existing public right of way
District boundaries	Local Wildlife Site	Proposed new pedestrian, wheelchair and all-weather cycle route
Primary waterways	SSSI	Proposed walking route on street
Strategic green corridor	Habitat of Principal Importance (NERC 541 Act, previously BAP)	Green Belt Way
Existing settlement	Conservation Target Area	Pedestrian / cycle bridges (wheelchair accessible)
Proposed residential development	Woodland Trust Site	Key green infrastructure
Existing employment area	Special Areas of Conservation	Proposed green infrastructure and formal recreation provision
Proposed employment area	World Heritage Site	SSSI Port Meadow SSSI
Oxford City proposed Northern Gateway development	Historic Park and Garden	Blenheim Palace
		Stratfield Brake
		Cutteslowe Park

Thematic Maps



Sustainable Movement Thematic Plan - For Illustrative Purposes Only

Key	Rail lines	Bus Rapid Transit
District boundaries	Existing rail station	Other Park & Ride and premium bus routes
Primary waterways	Potential new rail station	Strategic cycle routes
Existing settlement	London Oxford Airport	Other key cycle routes
Proposed residential development	Existing Park & Ride	Pedestrian / cycle bridges (wheelchair accessible)
Existing employment area	New or expanded Park & Ride	Existing public right of way
Proposed employment area	County Council proposed link road	Proposed new pedestrian, wheelchair and all-weather cycle route
Oxford City proposed Northern Gateway development		Proposed walking route on street
		Green Belt Way

Partial Review of the Local Plan - Housing Trajectory (September 2019)

	Allocation	Scheme & Site Preparation			1st Five Year Supply Period										Total
		18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	
Total Plan Requirement (2021-2031)	4400 Homes														
Plan Requirement (2021-2026)	1700 Homes														
North Oxford															
Policy PR6a – Land East of Oxford Road	69050	0	0	0	25	50	75	100	100	100	100	650	50	250	69050
Policy PR6b – Land West of Oxford Road	670530	0	0	0	0	30	7530	75	10075	10075	10075	75	765	50	670530
Kidlington															
Policy PR7a – Land South East of Kidlington	2430	0	0	0	0	0	0	0	0	7530	5100	5100	5100	550	2430
Policy PR7b – Land at Stratfield Farm	1200	0	0	0	025	50	25	30	40	250	0	0	0	0	1200
Begbroke															
Policy PR8 – Land East of the A44	1950	0	0	0	50	100	225	225	225	225	225	225	225	225	1950
Yarnton															
Policy PR9 – Land West of Yarnton	54030	0	0	0	30	75	75	75	75100	65100	50	250	450	0	54030
Woodstock															
Policy PR10 – Land South East of Woodstock	410	0	0	0	0	0	0	0	0	50	100	100	100	60	410
Total	4400	0	0	0	10530	25575	47530	505475	54000	59080	575600	51525	485500	35585	4400
Five Year Housing Land Supply Requirement															
Housing Requirement 2021-2026	1700														
Annual Requirement	340														
Requirement to date	0														
Completions	0														
Shortfall / Surplus	0														
Base Requirement over next 5 years	1700														
Base requirement with shortfall / surplus	1700														
Plus 5% (NPPF)	1785														
Annual requirement over next 5 years	357														
Deliverable supply over next 5 years	188010														
Total years supply	5.31														

Appendix 4 - Infrastructure Schedule (September 2019)

Combined Schedules of Proposed Focused Changes and Minor Modifications
to the Partial Review of the Cherwell Local Plan September 2019

Main Modification (Main 147) Appendix 4 Infrastructure Schedule

The Infrastructure Schedule accompanying the Local Plan (Part1) Partial Review identifies infrastructure schemes to support growth and ensures that infrastructure needs for Cherwell are incorporated in the relevant Infrastructure providers' plans and programmes. The process of infrastructure planning is an iterative one with the Council working with infrastructure providers to support the plan's growth and feeding into the wider strategic infrastructure programme led by the Oxfordshire Growth Board. Work will continue through more detailed planning stages such as the preparation of site development briefs and yearly monitoring of infrastructure planning and provision.

Growth for Cherwell is committed in the adopted Local Plan (2015) and supported by an infrastructure programme in its associated Infrastructure Delivery Plan (IDP). The IDP is updated on a yearly basis with information from infrastructure providers as part of the Council's Annual Monitoring Report. The Local Plan Part 1 Partial Review addresses Oxford's unmet housing needs within Cherwell and its preparation has considered the growth already committed in the adopted plan as well as seeking to avoid undermining the adopted plan's strategy and delivery of growth. Strategic infrastructure matters in south Cherwell are of equal relevance for the adopted Local Plan (Part 1) and the Local Plan (Part1) Partial Review.

As the Local Plan (Part1) Partial Review progresses to adoption, infrastructure monitoring and delivery will form part of the Council's yearly IDP updates and AMR reporting.

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
Transport & movement											
1	Explore potential for a new rail station/halt between Kidlington and Begbroke	Identify potential for future new rail services and stations that reduce the reliance on private car for inter urban travel	Desirable	Long term	TBC N/A	TBC N/A	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>OxIS Stage 2 Sept. 2017</u>	All LP4 PR sites <u>PR8</u>	LP1 PR representations on behalf of OU <u>OCC</u>	<u>Long term aspiration being explored by the site promoter. Policy PR8 safeguards land so that future opportunities are not prevented. Delivery of LP1 PR does not depend on this scheme</u>
2.	Expansion of Water Eaton P&R	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	<u>Long Medium</u> term	TBC <u>c. £14.5m</u>	TBC <u>Local Growth Fund bids, developer contributions.</u>	OCC, bus service providers, private developers	LTP4 LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR:	All LP1 PR sites,	OCC OTS	<u>Identified within LTP4 but no progress at this stage as a medium term scheme</u>
3.	Explore potential for a P&R at London Oxford Airport	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	<u>Medium Long</u> term	TBC <u>c. £17m</u>	TBC <u>Local Growth Fund bids, Developer contributions, other third party contributions.</u>	OCC, bus service providers, private developers	Infrastructure Delivery (PR11) <u>P&R Study, OCC May 2016</u> <u>OxIS Stage 2 Sept 2017</u>	All LP1PR sites	OCC OTS	<u>OCC negotiations with land owner are at an early stage.</u>
4.	Bus Lane <u>and bus stop</u> improvements along the A4260/A4165	Reduce the proportion and overall number of car journeys and help deliver the	Critical	<u>Short to m</u> Medium term	<u>Scheme specific below TBC</u>	<u>Scheme specific below TBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	All LP1PR sites	OCC OTS TA (ITP)	<u>Potential sources of funding include: Emerging Oxfordshire</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
		transport changes provided for by the Oxford Transport Strategy.						LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept 2017</u>			<u>Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.</u>
4a	Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to m</u> Medium term	<u>TBC c. £3.87m</u>	<u>TBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) <u>LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.</u>
4b	A4260 – southbound bus lane from The Moors to Benmead Road	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to m</u> Medium term	<u>TBC c. £0.583m*</u>	<u>TBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) <u>LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	<u>Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.</u>
4c	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	Reduce the proportion and overall number of car journeys. and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	<u>Short to m</u> Medium term	TBC	<u>TBC</u>	OCC, bus service providers, private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) <u>LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>	All LP1PR sites	<u>OCC OTS TA (ITP)</u>	<u>Optioneering and feasibility work for section 4a has almost completed through Growth Deal funding.</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
								<u>Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>			
4d	Northbound bus lane Summerhill Road to Davenant Road		Critical	Medium-term	TBC	TBC			All LP1PR sites		*Cost from Lonsdale to Davenant (some 2way)
4e	Southbound bus lane from Rawlinson road to St Margaret's Road		Critical	Medium-term	TBC	TBC			All LP1PR sites		
5	Signalised junctions along the A4260/A4165 corridor to improve bus movements (<u>including Bus Gate near Kidlington centre</u>)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	<u>Short to m</u> Medium term	<u>Scheme specific below TBC</u>	<u>Scheme specific below TBC</u>	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u>	All LP1PR sites	OCC OTS TA (ITP)	Potential sources of funding include: Emerging Oxfordshire Growth Deal – North Oxford All Modes Corridor Improvements. All OXON authorities sign off – February 2018, Local Growth Fund
5a	A4260/Bicester Road Signalised junction – RT detection <u>and advanced stop line</u>		Critical	<u>Short to m</u> Medium term	<u>TBC c. £0.313m</u>	<u>TBC</u> <u>Potential sources of funding include: Local Growth</u>			All LP1PR sites		
5b	A4260/Lyne Road Signalised junction - RT detection, <u>advance stop line and toucan crossing</u>		Critical	<u>Short to m</u> Medium term	<u>TBC c. £0.313m</u>		OCC, bus service providers,		All LP1PR sites		

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
5c	Langford Lane/A4260 junction improvements with bus lanes on some approaches		Critical	Short to mMedium term	TBC	Fund bids, developer contributions	private developers	OxIS Stage 2, Sept 2017	All LP1PR sites		bids, Developer contributions. Initial corridor study set out the outline schemes through these sections
6	Bus Lane improvements along the A44/ A4144	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to mMedium term	Scheme specific below TBC	Scheme specific below TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017	PR8 PR9 PR10	OCC OTS TA (ITP)	Optioneering and feasibility designs are near completion for all three sections along the A44 through Growth Deal Funding.
6a	Southbound bus lane on A44 from the new southern exit from East Yarnton (Bogbroke) through to Loop Farm Roundabout Northbound and southbound bus lane on A44 between Langford Lane and Bladon Roundabout		Critical	Short to mMedium term	TBC £3.89m	TBC Potential sources of funding include: Oxfordshire Growth Deal North Modes Corridor Improvement			PR8 PR9 PR10	OCC OTS TA (ITP)	
6b	Southbound bus lane on A44, between Langford Lane to and Spring Hill junction		Critical	Short to mMedium term	TBC	nts, Local Growth Fund bids, developer contributions	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8 PR9 PR10	OCC OTS TA (ITP)	
6c	Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange		Critical	Short to medium term	TBC			LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8 PR9 PR10	OCC OTS TA (ITP)	
6c	Extend Northbound bus lane on Woodstock Road to Bainton Road (currently stops at Moreton Road)		Critical	Medium term	TBC	TBC			PR8 PR9 PR10	OCC OTS TA (ITP)	
6d	Northbound bus lane on A44 between Langford		Critical	Medium term	TBC	TBC			PR8 PR9	OCC OTS	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	Lane and Bladon Roundabout, Southbound bus lane from approximately 200m south of Bladon roundabout to Langford Lane								PR10	TA (ITP)	
7	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to m Medium term	TBC Pending development	Bus operator and developer funded TBC	OCC, bus service providers, private developers		PR8	OCC OTS TA (ITP)	To be delivered by development proposal
8	Junction improvements facilitating cross-corridor bus movements (A44 to/from A4260)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to m Medium term	Scheme specific below TBC	Scheme specific below TBC	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017	All LP1 PR sites	OCC OTS TA (ITP)	Optioneering and feasibility designs are near completion for 8a and 8b through Growth Deal Funding.
8a	Left turn bypass lane from A4095 Upper Campsfield Road to A44		Critical	Short to m Medium term	TBC c. £1.04m	Potential sources of funding include: Oxfordshire Growth Deal Oxford All Modes Corridor Improvements, Local Growth Fund Bids, developer contributions TBC			All LP1 PR sites	OCC OTS	
8b	Bus only left turn filter A44 to Langford Lane (General traffic to turn left from additional lane at junction)		Critical	Short to m Medium term	TBC c. £1.04m				All LP1 PR sites	TA (ITP)	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
8c	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings		Critical	Short to m Medium term	c. £1.04m TBC	TBC Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Fund bids, developer contributions	OCC, bus service providers, private developers		All LP1 PR sites	OCC OTS	8c was identified within the A44/A4260 corridor study but no further progress has been made at this stage.
8d	Upgrade of outbound bus stop on A4165 opposite Parkway		Critical	Short to m Medium term	TBC	TBC			All LP1 PR sites	TA (ITP)	
9	Cycle super highway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	TA (ITP)	
9a	Cycle super highway along the A4260/A4165 to/from Oxford Parkway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to m Medium term	TBC c. £2.1m-5.25m	TBC Potential sources of funding include: s278 plans as part of Minerals planning	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a)	All LP1 PR sites	TA (ITP)	Potential sources of funding include: Emerging Oxfordshire Growth Deal - North

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
9b 9a	Cycle super highway along A4165 to /from Oxford Parkway to Oxford city centre		Critical	Short to m Medium term	N/A TBC	application, Local Growth Funds bids, developer contributions	OCC private developers	LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017			Oxford All Modes Corridor Improvements. All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions. The cycle super highway along the A4260 between Kidlington Roundabout and Oxford city centre along the A4165 is going through optioneering and feasibility design through Growth Deal funding currently.
15i 10	Pedestrian and cycle improvements linking Kidlington, Begbroke and Yarnton: Potential closure/unadoption of Sandy Lane to form green cycle/pedestrian route linking the A44 and the A4260 (Subject to consultation with OCC).This will be the central spine of a network of footpaths/cycle ways	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	TBC Scheme specific below	TBC Scheme specific below	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure A44 & A4260	All sites	TA (ITP)	Potential sources of funding include: All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	through Land east of the A44 (PR8) and it will be cycle/pedestrian/wheelchair accessible. Improving Green Lane linking Sandy Lane/Yarnton Road and the A44 to become a cycle track.							<u>Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>			
<u>4211</u>	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	<u>Desirable Necessary</u>	<u>Medium Short</u> term	c.£0.50m	<u>TBC Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local authority budget</u>	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure LP1 PR: Kidlington centre (PR4b) Kidlington Masterplan	All LP1 PR sites	OCC TA (ITP)	<u>Outline scheme identified through the A44/A4260 corridor study</u>
<u>42a11a</u>	20mph zone in centre of Kidlington on A4260 between Lyne Road and Sterling Approach	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Desirable	Medium term	TBC	<u>TBC Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local</u>	OCC private developers	<u>A44 & A4260 Corridor Study, OCC April 2017</u>	All LP1 PR sites	OCC TA (ITP)	<u>Outline scheme identified through the A44/A4260 corridor study</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
						<u>authority budget</u>					
15g 12	Walking/cycling/wheelchair accessibility from land at Stratfield Farm (PR7b) to key facilities on the A4165 including proposed sporting facilities at Land South East Kidlington (PR7a) and Oxford Parkway	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	TBC <u>On-site transport mitigation / design considerations. Pending development</u>	TBC <u>Development proposal</u>	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR:	PR7b	CDC	To be delivered by development proposal
15m 13	New public bridleways suitable for pedestrians, all-weather cycling, wheelchair use and horse riding, and connecting with existing public right of way network including existing bridleway at Dolton Lane	Improving accessibility and active travel	Desirable	Short to m Medium term	TBC <u>Site/design considerations. Pending development</u>	TBC <u>Development proposals</u>	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR8 PR9	CDC	Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions
15f 14	Walking/cycling/wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including suitable crossing over the Oxford Canal)	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	TBC <u>c.£503k*</u>	TBC <u>Development proposals</u>	OCC private developers Canal and River Trust	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR7b PR8	TA (ITP) CDC	*Includes bridge cost. Apportionment to both sites To be delivered by development proposal
15	<u>New public bridleway/green link connecting Land at Stratfield Farm (PR7b) with Land East of the A44 (PR8) across the</u>	<u>Improving accessibility and active travel</u>	<u>Necessary</u>								

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	<u>Oxford Canal, and exploration of links with the wider PRoW east of the A4165.</u>										
<u>13e 16</u>	<u>Wheelchair accessible</u> Pedestrian/Cycle bridge over the Oxford Canal linking Stratfield Farm (PR7b) to Land East of the A44 (PR8)	Improving sustainable transport accessibility and active travel	Critical	<u>Short to mMedium term</u>	<u>TBC c.£250k**</u>						<u>**subject to feasibility and design</u> <u>To be delivered by development proposals</u>
<u>40 17</u>	Sandy Lane – pedestrian and cycle new link over railway	Improve sustainable cross corridor connections between the A44 and the A4260	Critical	<u>Short to mMedium term</u>	<u>TBC c. £2m-5m</u>	<u>Pending development proposal</u> <u>TBC</u>	OCC <u>Network Rail</u> Private sector developers	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017</u>	PR8	OCC TA (ITP)	<u>Potential sources of funding include: All OXON authorities sign off February 2018 Network Rail Local Growth Fund bids Developer contributions Delivered within site PR8 but relevant to improving sustainable connections between the A44 and A4260</u>
<u>13b 17a</u>	Sandy Lane Level Crossing pedestrian/cycle bridge (Delivered with scheme <u>40 17</u> above)		Critical	<u>Short to mMedium term</u>	<u>TBC c.£0.52m</u>	<u>TBC Pending development proposal</u>	OCC private developers		<u>PR8</u>	OCC TA (ITP)	
<u>13e 18</u>	Kidlington roundabout: provision of pedestrian/cycle crossing at the roundabout <u>and exploring the potential for a pedestrian/cycle bridge over Frieze Way and bus priority</u>	Improving sustainable transport accessibility and active travel	Critical	<u>Short to mMedium term</u>	<u>TBC c. £5.8m</u>	<u>TBC Potential sources of funding include: Emerging Oxfordshire Growth</u>	OCC Private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR:	PR6a PR6b PR7a PR7b	OCC	<u>Optioneering and feasibility design is being undertaken through Growth Deal Funding.</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
						<u>Deal – North Oxford All Modes Corridor Improvements All OXON authorities sign off February 2018 Local Growth Funds bids Developer contributions</u>		Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>			
15n 19	Public vehicular, cycle, pedestrian and wheelchair connectivity within the Land West of Yarnton site to services and facilities in Yarnton including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.	Ensure safe access and integration with existing road network	Critical	<u>Short to m</u> Medium term	<u>TBC Transport mitigation/ design considerations. Pending development</u>	<u>TBC Development proposal</u>	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR9	OCC	<u>To be delivered by development proposal</u>
204 5j	New walking and cycling routes from Land West of Yarnton (PR9) through Yarnton	Improving sustainable transport accessibility and active travel	Critical	<u>Short to m</u> Medium term	<u>TBC Transport mitigation/ design considerations.</u>	<u>TBC Development proposal</u>	OCC private developers		PR9	TA (ITP)	<u>To be delivered by development proposal</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
					Pending development						
11.	Cycle and pedestrian improvements	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR10 PR9 PR8	OCC TA (ITP)	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
11a 21	Cycle and pedestrian improvements along the A44 (between Bladon Roundabout and Peartree Roundabout) enabling: a) improved cycling facilities to link onto planned improvements to Pear Tree Roundabout and cycle route along Woodstock Road (south of the A34) into Oxford b) <u>high quality pedestrian / cycle crossing for shared use path</u> through Langford Lane junction and across the A44 (Shared Use Path improvements and new provision)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to m Medium term	TBC Apportio oned cost of A44 and Woodst ock Road scheme c. £8.23m	TBC Potential sources of funding include: Emerging Oxfordshir e Growth Deal – North Oxford All Modes Corridor Improvements All OXON authorities sign off February 2018 Local Growth Funds bids Developer contributio ns	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR10 PR9 PR8	OCC TA (ITP)	Optioneering and feasibility design work is nearing completion through Growth Deal Funding.
11b 22	Cycle and pedestrian improvements along Langford Lane including enhancement to formalise crossing, Shared Use Path (SUP) on the western end of Langford Lane and hybrid cycle lanes for the eastern end.		Critical		TBC c. £0.772m						
14 23	Reduction of speed limit and pedestrian/cycling crossing at key locations along the A44 (from	Improving sustainable transport	Critical	Short to m Medium term	Transport mitigation / design considera	Developme nt proposal TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and	PR8 PR9	OCC TA (ITP)	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	Sandy Lane to Cassington Road)	accessibility and active travel			<u>tions.</u> <u>Pending development</u> <u>TBC</u>			Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>A44 & A4260 Corridor Study, OCC April 2017</u> <u>OxIS Stage 2, Sept. 2017</u>			
15 24	Footpaths/cycleways within proposed development sites that link new development to existing and proposed networks	Improving sustainable transport accessibility and active travel	Critical	<u>Short to m</u> <u>Medium term</u>	<u>Scheme specific below</u> <u>TBC</u>	<u>Scheme specific below</u> <u>TBC</u>	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR:	All LP1 PR sites	PRoW Management Plan 2014	<u>To be delivered by development proposals</u>
15a 25	Pedestrian/cycling/wheelchair accessibility from land east of Oxford Road (PR6a) to Water Eaton Park and Ride and Oxford Parkway Station		Critical	<u>Short to m</u> <u>Medium term</u>	<u>Site transport mitigation / design consideration</u> <u>TBC</u>	<u>Development proposal</u> <u>TBC</u>	OCC private developers	Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) <u>OxIS Stage 2, Sept 2017</u>	PR6a	TA (ITP)	<u>Delivery likely to be linked to Green Infrastructure schemes below.</u> <u>To be delivered by development proposal.</u>
15b 26	Pedestrian/cycling/wheelchair accessibility from land west of Oxford Road (PR6b) to the employment opportunities at Oxford's Northern Gateway	Improving sustainable transport accessibility and active travel	Critical	<u>Short to m</u> <u>Medium term</u>	<u>Site transport mitigation / design consideration</u> <u>TBC</u>	<u>Development proposal</u> <u>TBC</u>	OCC private developers		PR6b	TA (ITP)	<u>Delivery likely to be linked to Green Infrastructure schemes below.</u> <u>To be delivered by development proposal.</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
13d 27	Upgrade existing footbridge over the railway linking to Northern Gateway to pedestrian/cycle/Wheelchair accessible providing links to Northern Gateway	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	Site transport mitigation / design consideration TBC	Development proposal TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	PR6b	OCC TA (ITP)	To be delivered by development proposal.
15e 28	Pedestrian/cycling/wheelchair accessibility across A4165 from Land west of Oxford Road (PR6b) to services and facilities at Land East of Oxford Road (PR6a) and Oxford Parkway	Improving sustainable transport accessibility and active travel	Critical	Short to m Medium term	Site transport mitigation / design consideration TBC	Development proposal TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	PR6b	TA (ITP)	To be delivered by development proposal.
15d 29	Footway along southbound carriage way of Bicester Road	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	Site transport mitigation / design consideration TBC	Development proposal TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR7a	TA (ITP)	To be delivered by development proposal.

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
15e 30	Pedestrian/cycling/wheelchair accessibility to Oxford Parkway, Water Eaton P&R, across to Bicester Road and to formal sports pitches on site	Improving sustainable transport accessibility and active travel	Critical	Medium Long term	Site transport mitigation / design consideration TBC	Development proposal TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	To be delivered by development proposal.
15h	Create pedestrian, cycle and wheelchair friendly crossings which link new development at Land South East of Woodstock to existing and proposed networks including Oxford Road and Campsfield Road.	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR10	CDC	
15k	Pedestrian, cycle and wheelchair connections between Land South East of Woodstock and Woodstock including provision and improvement along the A44	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR10	TA (ITP)	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
								LP1 PR: Infrastructure			
15l	Pedestrian, cycle and wheelchair connections across the site linking the public open space with the wider footpath network and A44 cycle route via new crossing points over the A44 and Upper Campsfield Road	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR10	CDC	
15o	Creation of routes/green infrastructure links to ensure a layout that affords good access to Woodstock	Ensuring integration with existing development and transport networks, improving accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR10	CDC	
16 31	Vehicular spine route through Land East of the A44 (suitable for use by buses)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to mMedium term	TBC On-site transport mitigation / design considerations	TBC Development proposal	OCC private developers	LTP4: OTS LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	PR8	TA (ITP)	<u>To be delivered by development proposal.</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
47 32	Highways Works to Kidlington Roundabout/Oxford Road to enable site access for Land at Stratfield Farm	Ensure safe access and integration with existing road network	Critical	Medium term	TBC Site transport mitigation / design consideration	TBC Development proposal	OCC private developers	LP1 PR: Infrastructure Delivery (PR11)	PR7b	OCC	To be delivered by development proposal
43 33	Pedestrian/Cycle bridges (wheelchair accessible)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	N/A	N/A	43 33
43a 33a	Pedestrian/Cycle bridge over the Oxford Canal and Railway		Critical	Medium term	TBC	TBC	OCC private developers		PR8	TA (ITP)	43a 33a
Education											
48 34	Primary School 2FE at Land East of Oxford Road	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	TBC c. £11m	TBC Developer contributions	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b	OCC	Early engagement with LEA needed to inform a site development brief and development proposals

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
35	<u>Additional permanent accommodation at Edward Feild Primary School</u>	<u>Expand the schools and colleges provision to match the needs of residents and businesses</u>	<u>Critical</u>	<u>Medium term</u>	<u>Specific project costs TBC (standard expansion rates are £15,256 (2Q 17) per pupil).</u>	<u>Pending development proposal</u> <u>Developer contributions</u>	<u>OCC</u> <u>Private sector developers</u>	<u>LP1: Meeting education needs (BSC7)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR7a</u> <u>PR7b</u>	<u>OCC</u>	
19 36	Primary School 3FE at Land East of the A44	<u>Expand the schools and colleges provision to match the needs of residents and businesses</u>	Critical	Medium term	<u>TBC c. £15m</u>	<u>TBC Developer contributions</u>	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR8	OCC	<u>Early engagement with LEA needed to inform a site development brief and development proposals and allow consideration of wider needs and provision.</u>
	<u>Primary School 2FE at Land East of the A44 if required- in consultation with the LEA and unless otherwise agreed with CDC</u>	<u>Expand the schools and colleges provision to match the needs of residents and businesses.</u>	<u>Critical</u>	<u>Long term</u>	<u>c. £11m</u>						
20 37	<u>Additional permanent accommodation at William Fletcher Primary School</u> Additional playing field land <u>and new access road to Yarnton Residential and Nursing Home</u> (c.1.85ha) <u>to be provided at William Fletcher Primary School Land West of Yarnton to facilitate a 0.5 FE the</u>	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	<u>TBC Specific project costs TBC (standard expansion rates are £15,256 (2Q 17) per pupil).</u>	<u>TBC Developer contributions</u>	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR9	OCC	<u>Early engagement with LEA needed to inform a site development brief and development proposals</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	expansion of William Fletcher Primary school by a 0.5 FE on the school site (to a 2 FE).				Cost of playing pitches provision on c.1.8 ha land at PR9 c. 326.4k						
24	Primary School 2FE at Land South East of Woodstock	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium-term	TBC	TBC	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR10	OCC	
22 38	Secondary school (900/1100-place) at Land East of the A44 with playing pitches located to help maintain a gap between the development and Begbroke village	Expand existing and provide new schools to match the needs of residents and businesses.	Critical	Medium term	TBC c. £34m	TBC Developer contribution and Education and Skills Funding Agency funding streams for capital investment in school provision	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC	Early engagement with LEA needed to inform a site development brief and development proposals
23 39	SEN and early years school provision to meet projected needs either on site (including land) or adequate contributions to enable existing facilities to expand.		Critical	Medium term	TBC	TBC Developer contributions	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC	
Utilities											

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
24 40	Water supply links and network upgrades	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	Thames Water on LP1 IDP update	TW currently preparing AMP7 (2020-2025) which will provide specification of upgrades. To be funded and provided as development comes forward.
25 41	Sewerage links and treatment works upgrade										
41a	Wastewater Infrastructure upgrades required to serve Site Policy PR6a	Ensure utilities infrastructure grows at the same rate as communities	Critical	Medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR6a	WCS Nov.2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary
41b	Wastewater Infrastructure upgrades maybe required to serve Site Policy PR8		Critical	Medium term					To be funded by TW and private developers	Thames Water Private sector developers	PR8
26 42	Oxford WwTW upgrade will be required potential -TBC	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR6a, PR6b PR6c PR7a PR7b PR8 PR9	WCS Draft April-Nov 2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary.

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
27	Woodstock WwTW upgrade	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR10	WCS Draft April 2017	TW currently preparing AMP7 (2020-2025) which will provide specification of upgrades. To be funded and provided as development comes forward.
43	Cassington WwTW upgrade will be required	Ensure utilities infrastructure grows at the same rate as communities	Critical		Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b PR8	WCS Nov.2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary
28 44	Water conservation measures	Promote sustainable use of water: Maintaining quality and adequate resources	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Water Resources (ESD8) LP1: Protection of Oxford Meadows SAC (ESD9) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites		Developers to engage with TW to draw up water and drainage strategies outlining the developments water and waste water infrastructure.
29 45	Agreement in principle needed with DNO (Southern Electric Power Distribution) for any modification to overhead lines or development beneath overhead lines/undergrounding of	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes	To be funded by SEPD and private developers	SEPD Private sector developers	LP1: Public Service and Utilities (BSC9) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR6c PR7a PR8 PR9	SEPD Consultation Nov.16-Jan17 Consultation	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	overhead lines in relation to any development site.				forward						
Flood risk											
3046	Agreement in principle from TW that foul drainage from the site will be accepted into their network as part of any planning application	Reducing potential flooding and pollution risks from surface water.	Critical	Short to medium term	Costs to be determined as individual development comes forward	TW Private sector developers	TW Private sector developers	LP1: Sustainable Flood Risk Management (ESD6) LP1: Sustainable Drainage Systems (SuDs) (ESD7) LP1: Water Resources (ESD8)	All LP1 PR sites	SFRA L2May 2017	To be delivered by development proposal
3447	Site specific FRA with detailed analysis and ground investigation to inform SuDS techniques and demonstrating suitable dry site access and egress for each development site.		Critical	Short to medium term	Costs to be determined as individual development comes forward	Private sector developers	EA TW Private sector developers	LP1: Protection of Oxford Meadows SAC (ESD9) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	SFRA L2May 2017	To be delivered by development proposal
3248	Provision of blue corridors for public open space/ recreation within those areas of the site in FZ 3		Critical	Short to medium term		Private sector developers	EA Private sector developers		PR6a PR7a PR8	SFRA L2May 2017	To be delivered by development proposal
Emergency and rescue services											
- 49	No known schemes Provision of Neighbourhood Policing facilities to serve the additional growth identified in the area. This could be through the provision of new touchdown offices as part of planned community Facilities/Centres on the identified new	N/A To ensure the delivery of safe and secure communities where crime and the fear of crime is minimised.	N/A Necessary	N/A Medium term	N/A Not known at this stage	N/A To be funded via Developer contributions	N/A CD C TV P Private Developers	N/A LP1 – BSC9: Public Services and Utilities LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	N/A All LP1 PR sites	N/A TVP	N/A Linked to progress of delivery of new housing schemes

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	<u>housing sites or through the adaptation/alteration and/or extension of existing TVP facilities in the local area.</u>										
Health											
33 50	Provision of GP health facilities: either through redevelopment of Exeter Hall to accommodate existing practices in larger premises as a preferred approach or through Local Centre space allocated as part of PR6a and PR8.	Ensure health infrastructure grows at the same rate as communities	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LP1: Securing health and wellbeing (BSC8) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b PR8 PR9	OCCG CDC	Funding sources include: NHS England Estates and Technology Transformation Fund Developer contributions
34	Contribute to provision of GP health facilities in near Woodstock either as part of WODC resolution to approve application 16/01364/OUT or through WODC emerging Local Plan.	Ensure health infrastructure grows at the same rate as communities	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LP1: Securing health and wellbeing (BSC8) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	
Community infrastructure											
35 51	Sports hall at PR8 Secondary School for shared community use – one additional 4 court sports hall to Sport England specification 34.5 x 20 x 7.5 (690 sqm)	Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure	Necessary	Medium Term	TBC c. £2.34m	Private developers	OCC CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC OCC	To be delivered with scheme 38 above

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
36 52	Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre		Necessary	Long Term	TBC c. £5.71m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	
37 53	Community building as part of onsite local centre at Land East of Oxford Road (community facility space of no less than 522m2)	Creation of a sustainable, mixed use development which provides opportunities for community cohesion	Necessary	Long Medium Term	TBC c. £1.25m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b	CDC	To be delivered by development proposal
38 54	Community building as part of onsite local centre at Land East of A44 (community facility space of no less than 862m2)		Necessary	Long Medium Term	TBC c. £1.8m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposal
39 55	Extension to Kidlington Cemetery	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long terms	TBC c. £142.8k	TBC Private sector developers	Kidlington PC CDC Private developer	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	
56	Expansion of community facilities located at St John's Baptist Church	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to long term	TBC through work on site's development brief	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b	CDC	To be delivered by development proposal
57	Expansion of community facility in the vicinity	Ensure social infrastructure grows at the	Necessary	Medium term	TBC through	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and	PR9	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
		<u>same rate as communities</u>			<u>work on site's development brief</u>			<u>Community Facilities (BSC12)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>			
Open space, recreation and biodiversity											
40 58	Oxford Canal – Improvement to towpath infrastructure	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long term	TBC	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) LP1: The Oxford Canal (ESD16) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	<u>All sites subject to consultation with Canal and Rivers</u>	Canal & River Trust Nov.16-Jan17 Consultation	<u>The canal with its towpath provides a direct route into central Oxford from the Kidlington/Begbroke area.</u>
59	<u>Measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the of a dark canal corridor through the minimisation of light pollution</u>	<u>Ensure social infrastructure grows at the same rate as communities</u>	<u>Necessary</u>	<u>Medium to Long term</u>	<u>c.£112.2 k</u>	<u>Private developers</u>	<u>CDC Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)</u> <u>LP1: The Oxford Canal (ESD16)</u> <u>Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR 7b PR8</u>	<u>CDC</u>	<u>To be delivered by development proposals</u> <u>Costs to be apportioned</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
44 60	Compensatory land for open space, countryside access and improvements <u>c.19.6 ha at Land east of the Oxford Road (PR6a)</u> <u>c.30h at Land at Frieze Farm if need for replacement Golf Course is demonstrated (PR6b and PR6c)</u> <u>c. 11ha at Land South East of Kidlington for sports provision/new open green space/park</u> <u>c. 6.80 ha at Land at Stratfield Farm</u> <u>c.79 ha at Land East of the A44 (PR8)</u> <u>c. 24.8ha at Land West of Yarnton</u>	Compensatory improvements to Green Belt land environmental quality and accessibility d	Critical	Short to Medium term	<u>TBC Scheme specific below</u>	<u>Private developers Scheme specific below</u>	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP: Oxford Green Belt (ESD14) LP1 PR: The Oxford Green Belt (PR3) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR7a PR7b PR8 PR9	CDC	<u>To be delivered by development proposals</u>
41a	<u>c.16 ha at Land east of the Oxford Road</u>		Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR6a	CDC	
41b	<u>c. 21.45ha at Land South East of Kidlington</u>		Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR7a	CDC	
41c	<u>c. 6.80 ha at Land at Stratfield Farm</u>		Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR7b	CDC	
41d	<u>c. 79 ha at Land East of the A44</u>		Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR8	CDC	
41e	<u>c. 82ha at Land West of Yarnton</u>		Critical	Short to Medium term	TBC	Private developers	CDC Private developers		PR9	CDC	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
42	c. 32ha of compensatory land to ensure the protection of the Blenheim Villa SAM and the setting of Blenheim Palace WHS and Grade 1 Registered Park and Gardens	Compensatory improvements for the protection and improvement of historic assets	Critical	Short to Medium term	TBC	Private developers	CDC OCC ICOMOS Heritage England Private developers	LP1: The Character of the Built and Historic Environment (ESD15) LP1 PR: The Oxford Green Belt (PR3) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	
43 61	Provision of formal sports, play areas and allotments to adopted standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	<u>TBC Scheme specific below</u>	Private developers	CDC Private developers <u>Parish Councils</u>	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All <u>LP1 PR</u> sites	CDC	<u>To be delivered by development proposals</u>
62	<u>Formal sports provision at Land East of Oxford Road</u>	<u>Ensure open space and amenity infrastructure grows at the same</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£ 147.8K</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision</u>	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
63	Formal sports provision at Land East of the A44	rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£ 79.8K	Private Developers	CDC Parish Council Private developers	(BSC10) Local Standards of Provision - Outdoor Recreation	PR8	CDC	To be delivered by development proposals
64	Formal sports provision at Land West of Yarnton	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£ 222.2K	Private Developers	CDC Parish Council Private developers	(BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposals
43b 65	Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G and increasing its size.	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	TBC c. £400k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	
43a 66	Formal sport pitches provision at Land South East Kidlington (PR7a) including: 2 3G football pitches and 1 cricket ground		Necessary	Medium Long term	TBC c. £3.17m	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation	PR7a All LP1 PR sites	CDC	Provision of land at PR7a. To be delivered by development proposals

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
								(BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			
67	<u>Play areas provision at Land East of Oxford Road including: 3 LAPs, 2 LEAPs, 1 NEAP and 1 MUGA</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£1.05m</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)</u> <u>LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
68	<u>Play areas provision at Land West of Oxford Road including: 2 LAPs, 1 LEAP, 1 NEAP</u>		<u>Necessary</u>	<u>Medium term</u>	<u>c.£756.4k</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR6b</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
69	<u>Play areas provision at Land South East Kidlington including: 1 LAP and 1 LEAP</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Long term</u>	<u>c.£217.8k</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR7a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
70	<u>Play areas provision at Land at Stratfield Farm including: 1 LAP and 1 LEAP</u>		<u>Necessary</u>	<u>Medium term</u>	<u>c.£217.8k</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision</u>	<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
71	<u>Play areas provision at Land East of the A44 including: 5 LAPs, 3 LEAPs, 2 NEAPs and 1 MUGA</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£1.8m</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>	<u>(BSC10) Local Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR8</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
72	<u>Play areas provision at Land West of Yarnton including: 2 LAPs, 1 LEAP, 1 NEAP and 1 MUGA</u>		<u>Necessary</u>	<u>Medium term</u>	<u>c.£840k</u>	<u>Private Developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR9</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
44b	<u>Allotments to be provided as in accordance to LP1</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Desirable</u>	<u>Short to Long term</u>	<u>TBC</u>	<u>TBC</u>	<u>CDC Private sector developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR14)</u>	<u>PR6a PR6b PR9 PR8 PR10</u>	<u>CDC</u>	<u>To be delivered through policy requirement for all sites comprising 275 + dwellings.</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
73	<u>Allotments to be provided at Land East of Oxford Road (0.47ha)</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Necessary</u> Y	<u>Medium term</u>	<u>c.£140k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
74	<u>Allotments to be provided at Land West of Oxford Road (0.38ha)</u>		<u>Necessary</u> Y	<u>Medium term</u>	<u>c.£113.2k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR6b</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
75	<u>Allotments to be provided at Land South East of Kidlington</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Necessary</u> Y	<u>Long term</u>	<u>c.£59.5k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR7a</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
76	<u>Allotments to be provided at Land at Stratfield Farm</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Necessary</u> Y	<u>Medium term</u>	<u>c.£59.5k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
77	<u>Retention or replacement (to an equivalent quantity and quality) of the existing allotments at Land East of the A44 and extending allotment</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing</u>	<u>Necessary</u> Y	<u>Medium term</u>	<u>c.£536k*</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>		<u>PR8</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	<u>space in accordance with adopted standards (1.8 ha)</u>	<u>attitudes towards food growing.</u>									<u>*Cost of new provision (1.8 ha)</u>
78	<u>Allotments to be provided at Land West of Yarnton</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£113.2k</u>	<u>Private developers</u>	<u>CDC Parish Council Private developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR9</u>	<u>CDC</u>	<u>To be delivered by development proposals</u>
43c 79	<u>Exploring mMarked running routes associated with both existing green space and new open space on strategic sites as part of development briefs</u>	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	<u>TBC Thro ugh work on site's development brief</u>	Private developers	CDC Private developers	<u>LP1 PR: Infrastructure Delivery (PR11)</u>	All LP1 PR sites	CDC	<u>To be delivered by development proposals</u>
43d 80	<u>A replacement of Golf facility at Land at Frieze Way Farm PR6c should the need for replacement be demonstrated course relocation – if relocation needed to be delivered at Land at Frieze Way Farm PR6c</u>	<u>Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed</u>	<u>TBC Critical*</u>	<u>TBC Short to medium term</u>	<u>TBC c. £4m</u>	Private developers	CDC Private developers	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	PR6b PR6c	CDC	<u>*should the need for replacement be demonstrated</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
44 81	Amenity open space, natural and semi natural green space and Parks and Gardens to be provided as part of development in accordance to standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	TBC Scheme specific below	Private developers CDC	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR Sites	CDC	To be delivered through: • Development sites through the planning application process in accordance to adopted Local Plan requirements and Tables 8 and 9. • New provision by public bodies or organisations; and • Public access agreements to privately owned sites, and the preparation of site development briefs.
44e 82	Retention of c. 3 ha of land in agricultural as part of Land East of the Oxford Road (PR6a)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	TBC N/A	TBC N/A	CDC Private sector developers		PR6a	CDC	
44d 83	Retention of c. 12 ha of land in agricultural as part of Land East of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes	Desirable	Medium term	TBC N/A	TBC N/A	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor	PR8	CDC	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
		towards food growing.						Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)			
84	<u>Retention of c. 39 ha of land in agricultural as part of Land West of Yarnton (PR9)</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Desirable</u>	<u>Medium term</u>	<u>TBC N/A</u>	<u>TBC N/A</u>	<u>CDC Private sector developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR9</u>	<u>CDC</u>	
44a 85	Extension to Cutteslowe Park (c.11ha) including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	<u>Short to Long Medium term</u>	<u>TBC c. £2.2m</u>	<u>TBC Private sector developers</u>	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	<u>To be delivered through: Development sites through the planning application process in accordance to Local Plan requirements and Tables 8 and 9. New provision by public bodies or organisations; and Public</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
											access agreements to privately owned sites.
44f 86	Enhancements to woodland area (along northern boundary of PR6b)		Desirable	Medium term	TBC c. £199.5k	TBC Funded by development proposal	CDC Private sector developers		PR6b	CDC	To be delivered by development proposal
87	<u>Enhanced area of woodland along the south-eastern boundary of Land south East of Kidlington (PR7a) and the establishment of a new area of woodland planting</u>	<u>Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.</u>	<u>Desirable</u>	<u>Long term</u>	<u>c.£342k</u>	<u>Funded by development proposal</u>	<u>CDC Private sector developers</u>	<u>LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)</u>	<u>PR7a</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>
44g 88	Protection and improvement of Orchard in Stratfield Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC c. £110.1k	TBC Funding by development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR7b	CDC	To be delivered by development proposal
89	<u>Maintenance and enhancement of protected trees, existing tree lines and hedgerows</u>		<u>Necessary</u>	<u>Medium term</u>	<u>c.£40.8k</u>	<u>Funded by development proposals</u>	<u>CDC Private sector developers</u>		<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
90	<u>Re-creation and restoration of hedgerows reflecting historic field pattern and enhancement of existing grassland habitats</u>		<u>Necessary</u>	<u>Medium term</u>			<u>CDC Private sector developers</u>	LP1 PR: Infrastructure Delivery (PR11)	<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>
45f 91	Nature conservation area (c.65.3 ha), <u>incorporating the community orchard (scheme 88 above) and</u> with potential to link to and extend Stratfield Brake DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	<u>TBC c. £1.28m</u>	<u>TBC Private sector developer</u>	CDC OCC BBO WT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	<u>To be developed by development proposal</u> <u>To be delivered following the progression of the Strategic Sites through the planning application process</u>
44h 92	Public open green space as informal canal side parkland on <u>23.44</u> hectares of land as shown		Necessary	Medium term	<u>TBC c. £4.7m</u>	<u>TBC Development proposal</u>	CDC Private sector developers		PR8	CDC	<u>To be delivered by development proposal</u>
45c 93	New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	<u>TBC c. £5.95m</u>	<u>TBC Development proposal</u>	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor	PR8	CDC	<u>To be delivered by development proposal</u>
47b 94	A nature conservation area on c. 12.26 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane		Necessary	Short to Long term	<u>TBC c. £2.49m</u>	<u>TBC Development proposal</u>	CDC OCC BBOT Private sector developers	Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and	PR8	CDC	<u>To be delivered following the progression of the Strategic Sites through the planning</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
								Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			application process To be delivered by development proposal
45 95	Local Nature Reserve at Land West of Yarnton (c.7.8 0.29 ha) accessible to William Fletcher Primary School	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC c. £59.1k	TBC Development proposal	CDC OCC BBO WT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17)	PR9	CDC	To be delivered by development proposal
44 96	New community woodland (7.8 ha) to the north west of PR9 developable area and to the east of Dolton Lane	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats Provision of open space and green infrastructure to meet growth needs and addressing changing	Necessary	Medium term	TBC c. £2.3m	TBC Development proposal	CDC Private sector developers	LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
		attitudes towards food growing.									
44j	New community woodland within Land South East of Woodstock (PR10)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	TBC	TBC	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	
45k	New nature conservation area accessible by the local community	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBO WT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR10	CDC	
45 97	Green Infrastructure corridors and active travel: Green Infrastructure network connecting	Provision of open space and green infrastructure to meet growth needs	Necessary	Short to Long term	<u>TBC</u> <u>Scheme</u> <u>specific</u> <u>below</u>	<u>TBC</u> <u>Scheme</u> <u>specific</u> <u>below</u>	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)	All <u>LP1</u> <u>PR</u> sites	CDC	<u>To be delivered by development proposal</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	wildlife corridors (including through developable areas), improving existing corridors and improving and protecting hedgerows network and protection of mature trees	and facilitate active travel						Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			
45a 98	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all-weather cycle route along PR6a's eastern boundary. Connecting Cutteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with existing PRow network		Necessary	Medium term	TBC c. £1.6m	TBC Private sector developers	CDC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	<u>To be delivered by development proposal</u>
99	<u>Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing</u>	<u>Provision of open space and green infrastructure to meet growth needs and facilitate active travel</u>	<u>Necessary</u>	<u>Medium term</u>	<u>c.£816k</u>	<u>Private sector developers</u>	<u>CDC BBOWT Private sector developers</u>	Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	<u>PR6a</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>

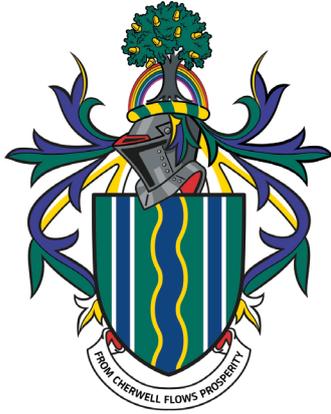
No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	<u>hedgerow network and the protection of mature trees</u>										
47d 100	Examination of provision of wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Break DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	<u>TBC Pending development proposal</u>	<u>TBC Pending development proposal</u>	CDC OCC BBO T Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b	CDC	<u>To be delivered by development proposal</u>
101	<u>Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local Wildlife Site</u>	<u>Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats</u>	<u>Necessary</u>	<u>Short to Medium term</u>	<u>c.£581</u>	<u>Private sector developers</u>	<u>CDC OCC BBO T Private sector developers</u>		<u>PR7b</u>	<u>CDC</u>	<u>To be delivered by development proposal</u>
45d 102	Protection and enhancement of Sandy Lane and Yarnton Lane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the proposed Local Nature Reserve at Land east of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	<u>TBC Delivered through schemes 92 and 94</u>	<u>TBC Private sector developers</u>	CDC OCC BBOWT Private sector developers		PR8	CDC	<u>To be delivered by development proposal</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
45e 103	Green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line. Includes improvement of the existing network including within the Lower Cherwell CTA and to the Rushy Meadows SSSI, the Meadows West of the Oxford Canal Local Wildlife Site and to Stratfield Farm (PR7b)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	TBC c. £161.2k	TBC Private sector developers	CDC OCC BBOWT Private sector developers	<u>LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11) LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)</u>	PR8	CDC	<u>To be delivered by development proposal</u>

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
45b 104	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community Woodland at PR9 and Begbroke Wood	Provision of open space and green infrastructure to meet growth needs	Necessary	Medium term	TBC c. £3.36m	TBC Private sector developers	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal
47e 105	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC c. £4.6m	TBC Development proposal	CDC OCC BBO WT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To delivered by development proposal
46 106	Development proposals for Land East of the A44 (PR8) are required to	Establishing if land contamination has the potential to be	Desirable	Medium Term	TBC Pending developm	Private developer	CDC EA	1996 Local Plan Saved Policy: Development on	PR8	CDC	To delivered by development proposal

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	undertake an investigation of the former land field site south of Sandy Lane to then remediate the site for a use compatible with the proposals and retained uses in the area as detailed in Policy PR8	present on historic land uses and surrounding area and explore remediation			<u>ent proposal</u>		Private developer	contaminated Land (ENV12)			
47 107	Ecological Mitigation and Compensation - habitat creation and management.	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC Site mitigation n/development brief considerations	TBC Private sector developers	CDC OCC BBO T Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	To be delivered following the progression of the Strategic Sites through the planning application process
47a 108	Farmland bird compensation required from proposals for site policies PR6a, PR7a, PR7b, and PR9 and PR10								PR6a PR7a PR7b PR9		
48 109	Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area								Necessary	Short to Long term	
44e 110	Protection of the orchard and waterbody at St. Frideswide Farm		Desirable	Medium term	TBC	TBC	CDC Private sector developers		PR6a	CDC	
45g 111	Community Woodland east of Dolton Lane PR9/ Community Woodland on the western side of PR10		Necessary	Short to Long term	TBC	TBC	CDC OCC BBO WT Private sector developers		PR9	CDC	
45h 112	Local Nature Reserve based on Rowel Brook at	Enhance natural environment by	Necessary	Short to Long term	TBC	TBC	CDC OCC	LP1: Protection and Conservation	PR8	CDC	

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018-2021 Mt 2021-2026 Lt 2026-2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
	Land East of the A44 (PR8)	maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats					BBO WT Private sector developers	of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)			
45i 113	Local Nature Reserve based on Frogwelldown Lane DWS and educational opportunities for PS (PR9)		Necessary	Short to Long term	TBC	TBC	CDC OCC BBO WT Private sector developers		PR9	CDC	



Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

EQUALITY IMPACT ASSESSMENT SCREENING

**PARTIAL REVIEW OF THE CHERWELL LOCAL PLAN 2011 - 2031 (Part 1):
Oxford's Unmet Housing Needs**

Adoption

September 2020

Equality Impact Assessments

CONTENTS

INTRODUCTION.....	2
CONCLUSIONS OF EQUALITY IMPACT ASSESSMENT....	2
APPENDIX 1 STAGE 1 INITIAL SCREENING DETAILS.....	3
STAGE 1 INITIAL SCREENING ASSESSMENT.....	4
STAGE 1 QUESTION NARRATIVE.....	8

1. INTRODUCTION

- 1.1. This Equality Impact Assessment reviews the Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Needs. The assessment includes the policies contained within the plan to provide Cherwell's share of the unmet housing needs of Oxford to 2031. Equalities Impact Assessments were undertaken as an integral part of the preparation of the adopted Cherwell Local Plan.
- 1.2. The purpose of this Equality Impact Assessment (EQIA) is to assess what impact the Local Plan Partial Review policies will have on different sections of the community referred to as the 'protected characteristics' which include:
 - Age
 - Disability
 - Gender reassignment
 - Sexual orientation
 - Race
 - Religion
 - Gender
- 1.3. Equality Impact Assessments systematically assess and record the actual, potential or likely impact of a service, policy or project – or a significant change in the same – on different groups of people. The consequences of policies and projects on particular groups are analysed and anticipated so that, as far as possible, any negative consequences can be eliminated or minimised and opportunities for ensuring equality can be maximised. This EQIA will be published on the Council's website with the Local Plan Partial Review.
- 1.4. The EQIA was prepared in liaison with the Council's Policy and Projects Officer. This EQIA highlights the steps that have been undertaken to evaluate the potential impact of Local plan policies on those in the community with protected characteristics, and what steps have been taken to address any negative impacts. The assessment follows the Council's standard methodology as outlined below:

Stage 1 involves the Initial Screening of the assessment and is intended to check whether the Partial Review of the Cherwell Local Plan Part 1 has an adverse impact on equality groups and identify relevant actions and likely costs/resources associated with any proposed improvement. **Appendix 1** contains the initial screening of the Proposed Modifications to the Submission Partial Review of the Cherwell Local Plan Part 1.

Stage 2 of the Council's EQIA requires the completion of an In Depth (Full) Assessment if the answer is yes to more than one of the Initial Screening questions.

- 1.5. The initial screening of the Local Plan Partial Review resulted in a YES response to the Initial Screening question: Is the proposed policy or activity likely to have a negative effect on our relations with some sections of the local community?

Some of the policies contained within the Local Plan Partial Review may have a negative effect on our relations with some aspects of the local community. However, this is not necessarily an equality issue. The Plan proposes changes to the area and allocates sites to provide housing and infrastructure. The proposed changes include new housing including affordable housing, improved accessibility to the countryside including for disabled and wheelchair users, new services and facilities and public transport infrastructure.

- 1.6. Following the initial screening of the Partial Review of the Cherwell Local Plan Part 1 it is concluded that an In Depth (Full) Equality Impact Assessment is not required.

Equality Impact Assessment

APPENDIX 1 STAGE 1 - INITIAL SCREENING DETAILS ASSESSING POLICIES AND ACTIVITIES

Please tick/delete as appropriate: Is this EIA for a,

Strategy	<input checked="" type="checkbox"/>	Existing	<input type="checkbox"/>	
Policy	<input checked="" type="checkbox"/>	New/Existing	<input checked="" type="checkbox"/>	NEW
Service	<input type="checkbox"/>	Development	<input type="checkbox"/>	New/Existing

Name of Strategy, Policy or Service Development:

Partial Review of the Cherwell Local Plan Part 1: Oxford's Unmet Housing Needs

AIMS, OBJECTIVES & PURPOSE OF THE POLICY OR ACTIVITY:

The Local Plan is a statutory spatial plan. The Partial Review of the Local Plan contains proposals helping to meet Oxford's housing need to 2031. When adopted, it will be part of the statutory development plan for the District. The Partial Review Plan does not supersede any of the policies in the adopted development plan.

All the other Supplementary Development Plan Documents produced by the Authority and Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan.

PLEASE LIST THE MAIN STAKEHOLDERS/BENEFICIARIES IN TERMS OF THE RECIPIENTS OF THE ACTIVITY OR THE TARGET GROUP AT WHOM THE POLICY IS AIMED:

The Local Plan Partial Review includes development proposals in the District until 2031 and could have an impact on those that live and work in the District. Therefore, the main stakeholders are the Cherwell community and those with an interest in the Cherwell District. These include residents, local businesses, stakeholders, staff, and partners. The Plan addresses Oxford's unmet housing need.

IF THE ACTIVITY IS PROVIDED BY ANOTHER DEPARTMENT, ORGANISATION, PARTNERSHIP OR AGENCY ON BEHALF OF THE AUTHORITY, PLEASE GIVE THE NAMES OF THESE ORGANISATIONS/AGENCIES:

N/A

LEAD OFFICER: Heather Seale **TEL:** 01295 227026
SERVICE AREA: Planning and Development
DIRECTORATE: Place and Growth

ASSESSMENT REVIEW DATE: 14 August 2020

underpins the agreed Oxfordshire Strategic Housing Market Assessment 2014 and the local economies of Oxford and Cherwell.

- SO18: To provide housing for Oxford so that it substantively provides affordable access to new homes for those requiring “affordable” housing, new entrants to the housing market, key workers and those requiring access to oxford’s key employment areas, and to provide well designed development that responds to both needs and the local context.
- 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.

The Partial Review proposals are based on a range of evidence documents which use population forecasts and need assessments. These include breakdowns of gender, age, race/ethnicity and disability. Such documents include the Oxford City Council’s Housing Strategy 2015-2018 (as the Plan proposals seek to meet Oxford’s unmet housing need), Census 2011, and the Strategic Housing Market Assessment (SHMA) 2014), which considers the housing needs of specific groups such as older people, minority groups and people with disabilities. The Partial Review evidence base is available to view on the Council’s website.

Development proposals set out in the Partial Review will guide land use, and the provision of physical infrastructure. However, the delivery of services is dealt with by service providers. The Partial Review will affect everyone in the areas where it is delivered because its policies are land-use based. The SHMA takes into account the needs of all sections of the community including the elderly and the disabled. It is not considered that it will have a negative impact on race, gender, disability, sexual orientation or religion.

The Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford’s Unmet Housing Needs has been prepared following extensive public consultation. There were four stages of consultation. They are:

- Issues Paper Consultation was held for six weeks from 29 January 2016 to 11 March 2016.
- Options Consultation Paper was held for eight weeks from 14 November 2016 to 9 January 2017.
- The Proposed Submission Plan Consultation was held for fourteen weeks from 17 July 2017 to 10 October 2017.
- The Proposed Main Modifications Consultation was held for six weeks from 8 November 2019 to 20 December 2019.

The representations have been taken into account in preparing the Local Plan Partial Review.

The Partial Review is prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, and the Council’s Statement of Community Involvement (SCI) July 2016 <https://www.cherwell.gov.uk/info/33/planning-policy/383/statement-of-community-involvement>, (with addendum 2020) which sets out how and when people can be involved in the preparation of Local Plans.

	<p>This ensures that in the preparation of a Local Plan, the Council consults widely.</p> <p>Cherwell District Council Statement of Community Involvement Adopted on 18 July 2016 contains a list of the groups who should be engaged with in Appendices 1, 2 and 3.</p> <p>Cherwell District Council's Statement of Community Involvement Addendum (July 2020) makes temporary amendments in respect of publicity of planning policy documents and planning applications during the COVID-19 outbreak and it was adopted in July 2020. The purpose of the SCI Addendum is to reflect latest government planning advice in response to COVID-19 and make public reasonable steps to help the involvement of those in our community who may experience difficulties getting involved in the planning process through the internet.</p> <p>Since the publication of Cherwell's SCI Addendum, the Government brought into force the Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020 temporarily removing the requirement on a local planning authority to make documents available for public inspection at the authority's principal office and at such other places as the authority considers appropriate. They also make temporary changes to regulation 36 of the Town and Country Planning (Local Planning) (England) Regulations 2012 to remove the requirement on a local planning authority to provide hard copies of documents made available under regulation 35. Documents are still required to be made available on the local planning authority's website.</p> <p>The results of consultation during the different stages of Local Plan preparation are reported in the Partial Review Consultation Statement. The statement has been kept up to date when consultation on Local Plan documents is carried out.</p> <p>The SCI July 2016, the SCI Addendum 2020 and the Consultation Statement can be viewed on the Council's website.</p> <p>Following the examination of the Plan and its evidence (including Equalities Impact Assessment and the Plan's Statement of Consultation) the Planning Inspector concluded in his Final report (para 11): <i>'I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination, notably the provision of affordable housing'</i>.</p>	
9	<p>Is the proposed policy or activity likely to have a negative effect on our relations with certain equality groups or local community? If so please explain.</p> <p>Some of the policies contained within the Partial Review Plan may have an impact on relations with the local communities who would experience development. However, this is not an equality issue per se. The Plan proposes changes to the area and allocates sites to provide housing and infrastructure. This includes affordable housing, improved accessibility to the countryside including for disabled and wheelchair users, new services and facilities and public transport infrastructure.</p>	Y
10	<p>There has been no consultation with equality groups about this policy or activity? Answer yes if you agree with this statement. If there has been consultation, please list the equality groups you have consulted with:</p> <p>Cherwell District Council considers that all sectors of the community have the opportunity to have their say in how their community is planned and developed, irrespective of age, sex, ability, ethnicity, background or disability.</p> <p>Cherwell District Council Statement of Community Involvement adopted in July</p>	N

	<p>2016 sets out how the Council will engage with the community in the preparation of Local Development Plan Documents.</p> <p>Extensive structured consultation has taken place during the preparation of the Partial Review Plan with the wider general public, community representatives, other public and private sector organisations and the voluntary sector. All comments and representations have been taken into account and have helped in influencing the formation of the policies of the Partial Review. To ensure accessibility of information to all and to engage with a wide range of parties/people, the Council produced materials with different audiences in mind. This included publicising information through various traditional and electronic media channels and meeting with local communities. The Local Plan Partial Review and all supporting documents were published on CDC's website and hard copies were made available to view at deposit locations. The Council also placed advertisements in the local press. The preparation of the Partial Review Plan has been the subject of widespread publicity including in newspapers and through exhibitions and meetings. During the stages of the preparation of the Partial Review Plan, as some of the consultation documents have been quite large documents, leaflet summaries were produced. All consultation materials were clear and concise, avoiding jargon where possible to enable a wider audience to understand the Plan proposals. Written information is made available in alternative, accessible formats if requested.</p> <p>Each stage of plan preparation is accompanied by public participation and consultation on the proposed plan, inviting comments and representations on the plan. These are summarised in the Consultation Statement.</p>	
11	<p>Has this assessment missed opportunities to promote equality of opportunity and positive attitudes?</p> <p>No. The Council has encouraged the participation of all sectors of the community in the preparation of the Partial Review Plan.</p>	N

Proceed to In Depth (Full) Assessment (complete [Appendix 2](#)) if the answer is YES to more than one of the above questions.

For any YES answers include an improvement action in your Equality Improvement Plan.

Declaration

I am satisfied that an initial screening has been carried out on this policy or activity and an In Depth (Full) Equality Impact Assessment is not required. I understand that the EIA is required by the Council and take responsibility for the completion and quality of this assessment.

Completed by:

Heather Seale - Planning Research and Monitoring Officer

Date: 14 August 2020

Countersigned by Assistant Director Planning and Development:



David Peckford

Date: 25 August 2020

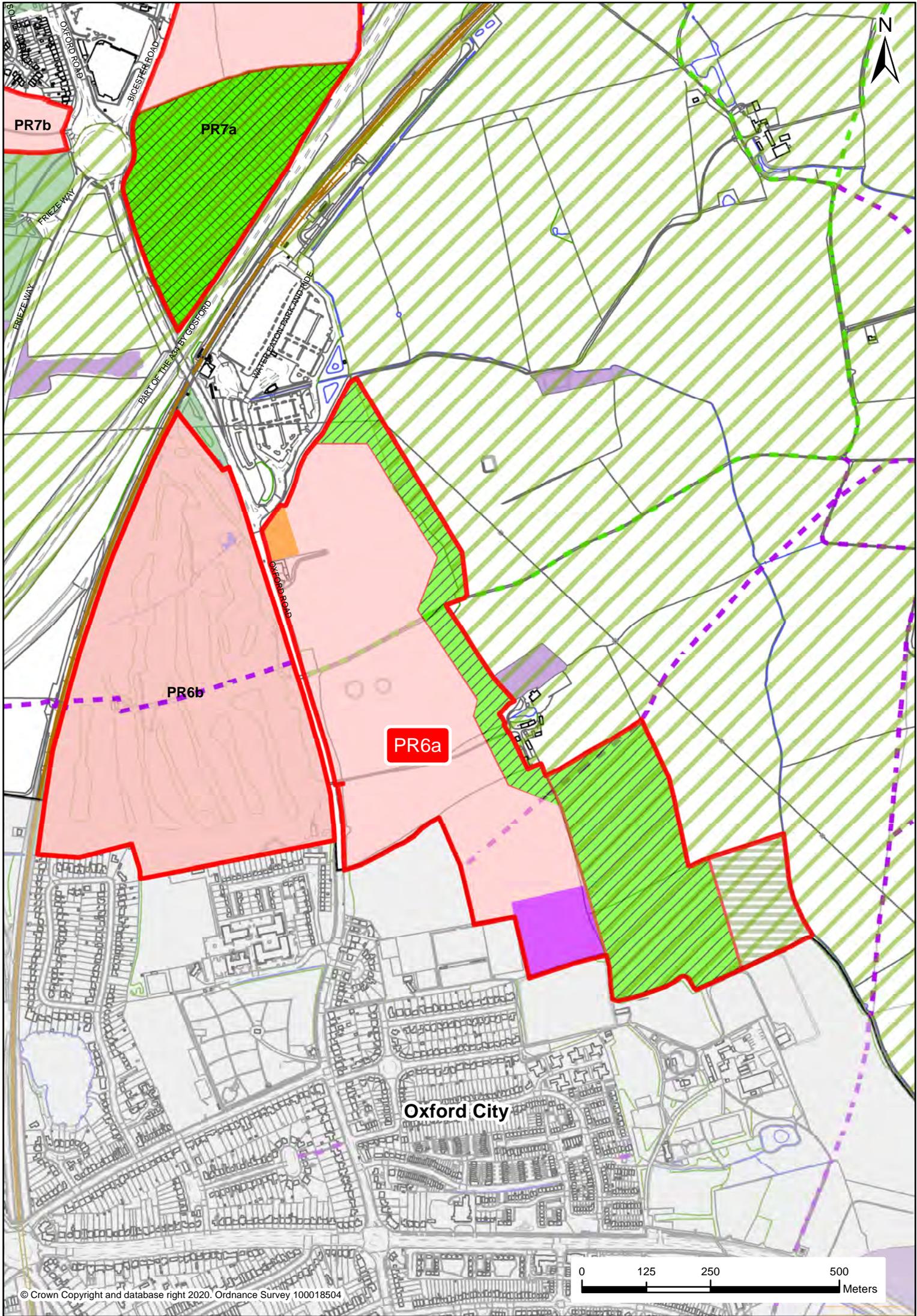
Equality Impact Assessment

Please detail below your evidence which has determined whether you have answered either Yes or No to the initial screening questions.

Screening Questions	Screening Narrative
Does the policy or activity knowingly prevent us in any way from meeting our statutory equality duties under the 2010 Equality Act?	<p>There is no evidence that the Partial Review of Local Plan Part 1 prevents us in any way in meeting the equality duties.</p> <p>The Statement of Community Involvement, which sets out how we will engage our community in the preparation of planning documents, actively seeks involvement in planning from all aspects of the community.</p>
Is there any evidence that any part of the proposed policy or activity could discriminate unlawfully, directly or indirectly, against particular equality groups?	<p>There is no evidence to suggest that any of the protected groups have been disadvantaged through the Local Plan preparation process or will be negatively affected by policies contained in it.</p>
Is there any evidence that information about the policy or activity is not accessible to any equality groups?	<p>There is no evidence that information about the Partial Review of the Cherwell Local Plan Part 1 is not accessible to any equality groups.</p> <p>The Local Plan Partial Review and all supporting documents are available on CDC's website.</p> <p>Prior to the restrictions imposed by COVID 19, hard copies of the relevant Local Plan documents were also available to view at all Council offices and public libraries. The Council has placed advertisements in the local press.</p> <p>The preparation of the Partial Review Plan has been the subject of widespread publicity including in newspapers and through exhibitions and meetings.</p> <p>During the stages of the preparation of the Partial Review Plan, as some of the consultation documents have been quite large documents, we have also produced leaflet summaries to enable a wider audience to understand the Plan proposals.</p> <p>Copies of documents can also be obtained in large print, Braille, audio tape or in other languages.</p>
Has the Council received any complaints about the policy or activity under review, in respect of equality issues?	<p>No. There is no evidence to suggest that any equality issue related complaints have been received.</p> <p>We have received many comments at each consultation stage to the various issues under consideration within the Partial Review of the Local Plan. These are discussed within the report on consultations.</p>
Have there been any recommendations in this area arising from, for example, internal/external audits or scrutiny reports?	<p>No recommendations received</p>

<p>Will the proposed policy or activity have negative consequences for people we employ, partner or contract with?</p>	<p>There are no negative outcomes identified. The Local Plan is for land use development in the District.</p>
<p>This Strategy, Policy or Service Development has an impact on other council services i.e. Customer Services and those services have not yet been consulted.</p>	<p>Internal teams have been consulted in the preparation of the Partial Review of the Cherwell Local Plan – Part 1, and none have highlighted equality impacts. Consultation has taken place at the service, directorate and working with the County Council, District Council and City Council during the preparation of the Partial Review.</p>
<p>Will there be a negative impact on any equality groups?</p>	<p>No.</p> <p>However for clarity, we have set out how planning and the Local Plan may impact on the various equality groups</p> <p>Age:</p> <ul style="list-style-type: none"> • Design and Accessibility in the physical environment (e.g. relationship of housing to social and community facilities and ease of access by public transport). • Specific housing and community facilities provision for older people (e.g. changing demographics requiring homes for life and care home facilities). <p>Disability:</p> <ul style="list-style-type: none"> • Design and Accessibility in the physical environment. <p>Gender (including Transgender):</p> <ul style="list-style-type: none"> • Design and Accessibility in the physical environment. <p>Race (including Gypsy and Traveller):</p> <ul style="list-style-type: none"> • Can affect provision of land and facilities to meet specific lifestyle needs. <p>Religion or belief:</p> <ul style="list-style-type: none"> • Can affect provision of special facilities to meet needs for worship and lifestyle. <p>Sexual Orientation</p> <ul style="list-style-type: none"> • Can affect provision of land and facilities to meet specific lifestyle needs. <p>Other groups</p> <ul style="list-style-type: none"> • Regeneration and/or land use and facility related provision targeted to meet the needs of communities in particular locations that have special needs (e.g. rural deprivation or areas of high unemployment and socio-economic deprivation). • Text modification to provide more support for the provision of housing which better meets the needs of the elderly and disabled people.

<p>Is the proposed policy or activity likely to have a negative affect on our relations with certain equality groups or local community? If so please explain.</p>	<p>Yes. Some of the policies contained within the Partial Review of the Cherwell Local Plan Part 1 may have a negative effect on our relations with some aspects of the local communities. However, this is not an equality issue per se. The Plan proposes changes to the area and allocates sites to provide housing and infrastructure. This includes affordable housing, improved accessibility to the countryside including for disabled and wheelchair users, new services and facilities and public transport infrastructure.</p>
<p>There has been no consultation with equality groups about this policy or activity? Answer yes if you agree with this statement. If there has been consultation, please list the equality groups you have consulted with:</p>	<p>Cherwell District Council intends that all sectors of the community have the opportunity to have their say in how their community is planned and developed, irrespective of age, sex, ability, ethnicity, background or disability. As part of the Local Plan preparation the Council has produced a Statement of Community Involvement, which was adopted on 18 July 2016. This is a plan for how the Council will engage with the community in the preparation of the key planning policy documents.</p> <p>The Council has consulted the general public and other groups as required and as set out in its Statement of Community Involvement. Over 5,000 individuals, organisations and other bodies were registered on the Council's consultation database. In addition to statutory and non-statutory consultees, these included voluntary bodies and groups which represent the interests of different sections of the community, for example, clubs, societies, residents groups, charities and special interest groups.</p> <p>Full details of all consultation on preparation of the Partial Review of the Local Plan have been outlined in the Plan's Consultation Statement. It includes analysis of the representations from the consultations.</p> <p>Following the examination of the Plan and its evidence (including Equalities Impact Assessment and the Plan's Statement of Consultation) the Planning Inspector concluded in his Final report (para 11): <i>'I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination, notably the provision of affordable housing'</i>.</p>
<p>Has this assessment missed opportunities to promote equality of opportunity and positive attitudes?</p>	<p>No</p>



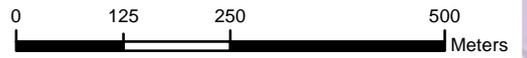
PR7b

PR7a

PR6b

PR6a

Oxford City





Site Boundary



Cherwell District



Conservation Target Areas



Existing Green Space



Local Centre



NERC Act. S41



New Green Space/Parks



Outdoor Sports Provision



Oxford City



Primary School Use



Public Bridleway



Public Footpath



Residential

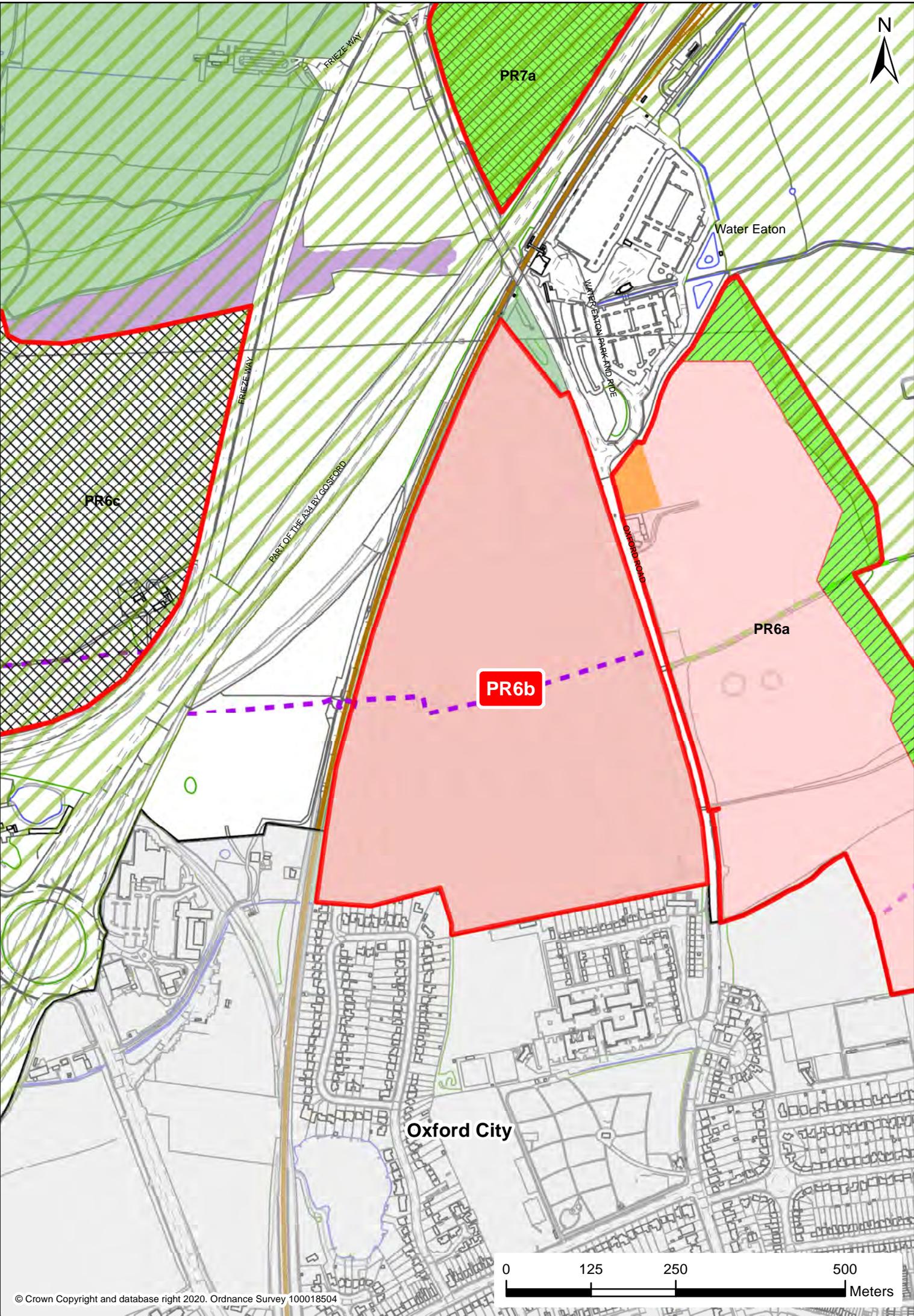


Retained Agricultural Land



Revised Green Belt

DRAFT



PR7a

Water Eaton

Water Eaton Park and Ride

PR6c

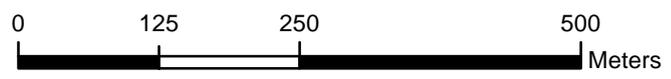
PART OF THE A341 BICESTER ROAD

Bicester Road

PR6a

PR6b

Oxford City





Site Boundary



Cherwell District



Existing Green Space



Local Centre



NERC Act. S41



New Green Space/Parks



Outdoor Sports Provision



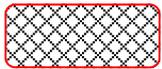
Oxford City



Public Bridleway



Public Footpath



Reserved Site for Golf Course Replacement

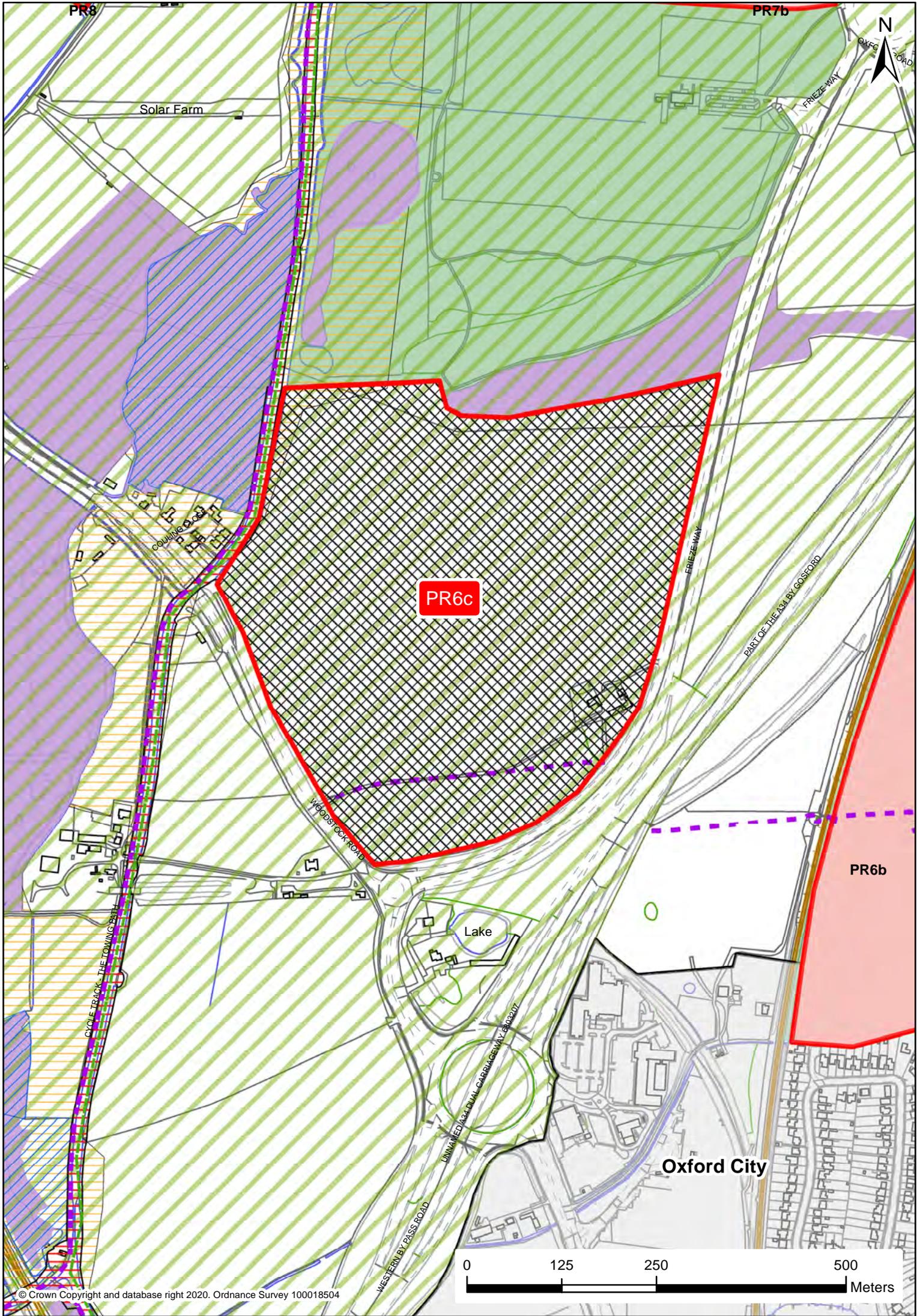


Residential



Revised Green Belt

DRAFT



PR8

PR7b

Solar Farm

PR6c

PR6b

Lake

Oxford City





Site Boundary



Cherwell District



Conservation Areas



Conservation Target Areas



Existing Green Space



Local Wildlife Site



NERC Act. S41



Oxford Canal Trail



Oxford City



Public Footpath



Reserved Site for Golf Course Replacement

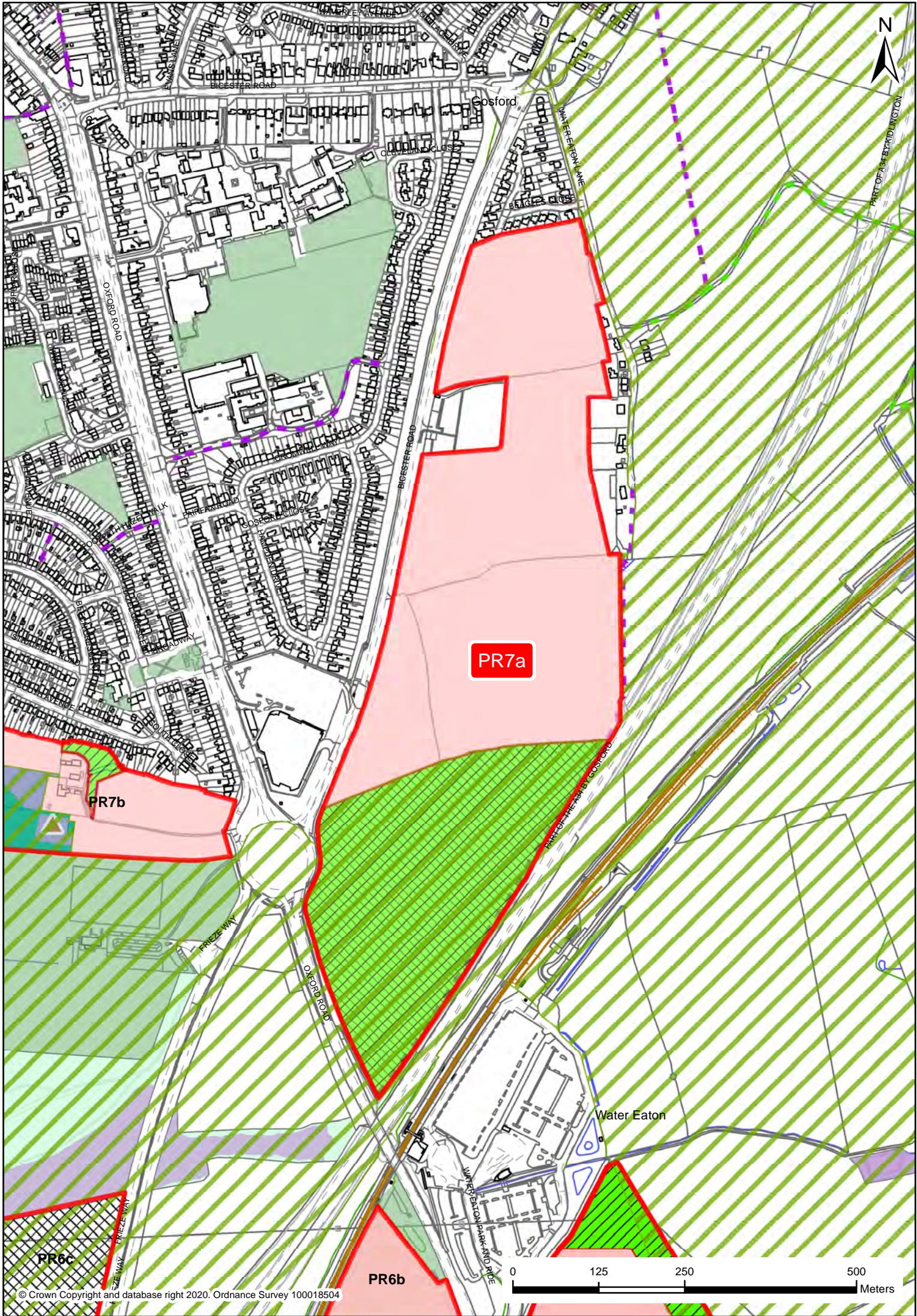


Residential



Revised Green Belt

DRAFT

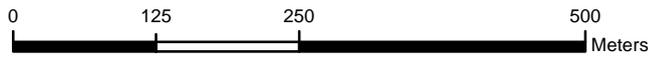


PR7a

PR7b

PR6c

PR6b





Site Boundary



Existing Green Space



Existing Orchard



Nature Conservation Area



NERC Act. S41



New Green Space/Parks



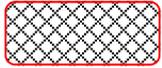
Outdoor Sports Provision



Public Bridleway



Public Footpath



Reserved Site for Golf Course Replacement

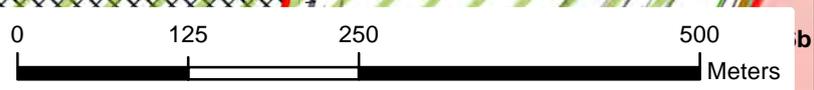
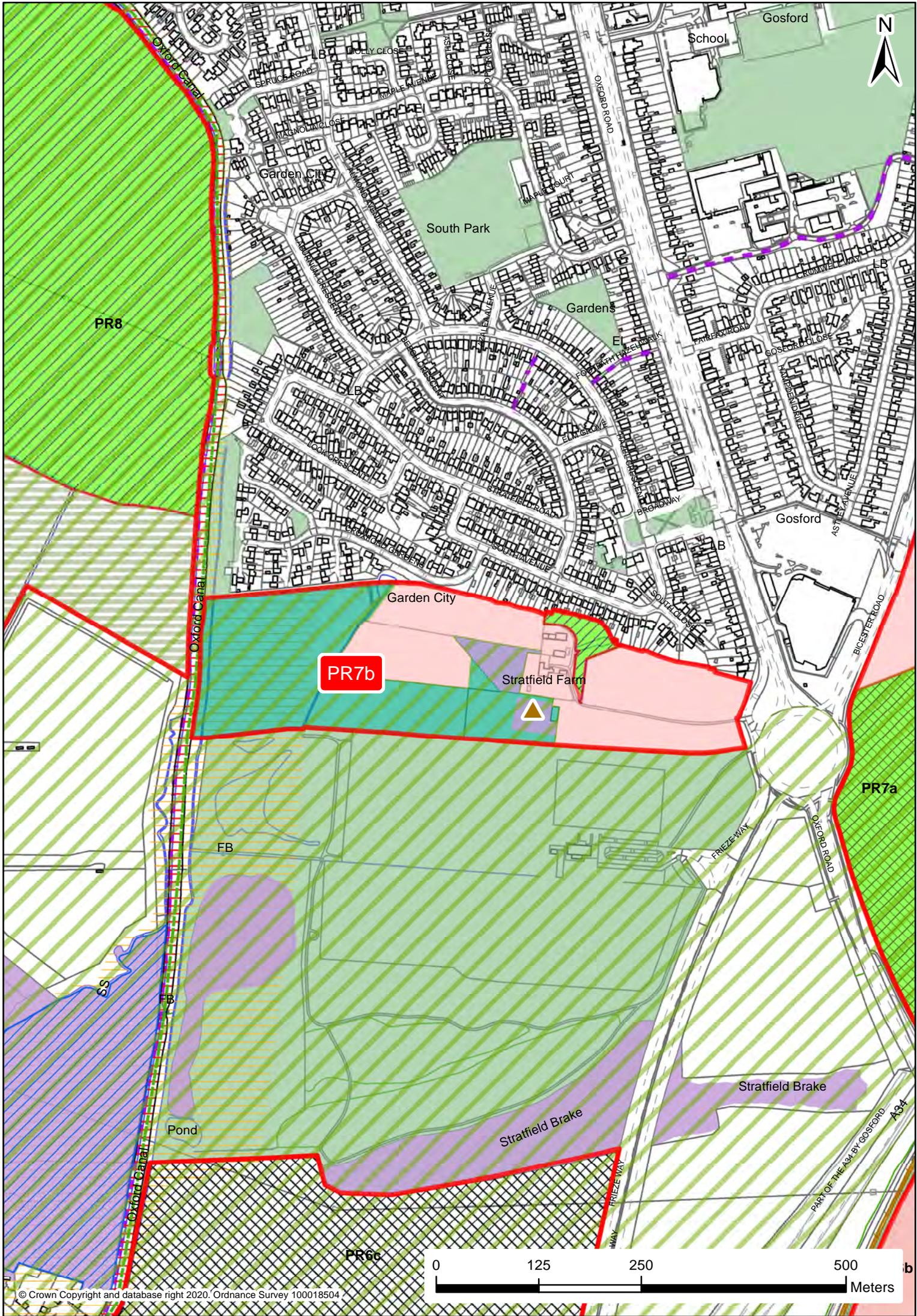


Residential



Revised Green Belt

DRAFT





Site Boundary



Conservation Areas



Conservation Target Areas



Existing Green Space



Existing Orchard



Local Wildlife Site



Nature Conservation Area



NERC Act. S41



New Green Space/Parks



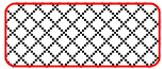
Outdoor Sports Provision



Oxford Canal Trail



Public Footpath



Reserved Site for Golf Course Replacement



Residential

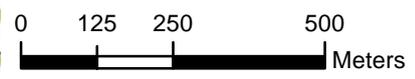
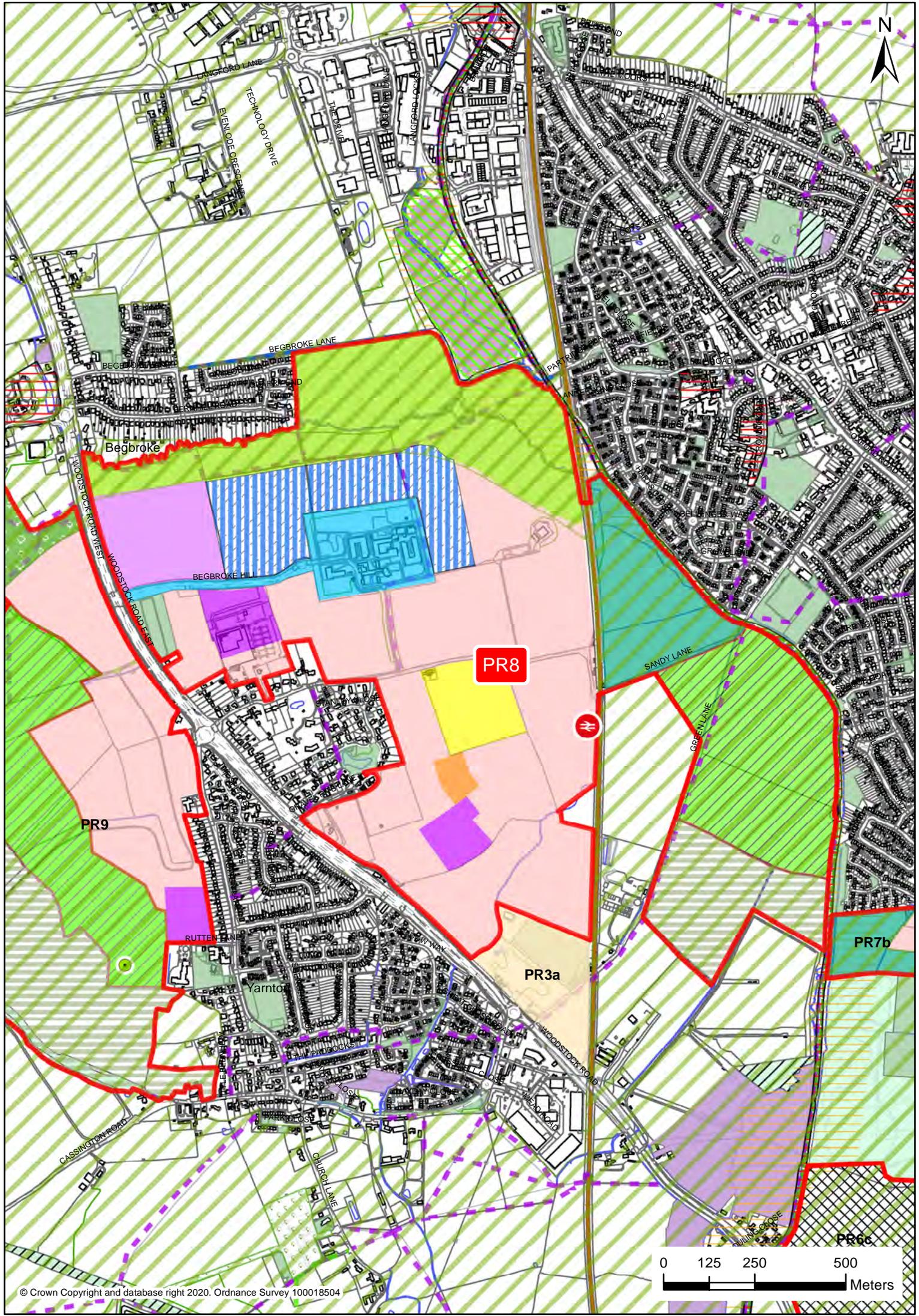


Retained Agricultural Land

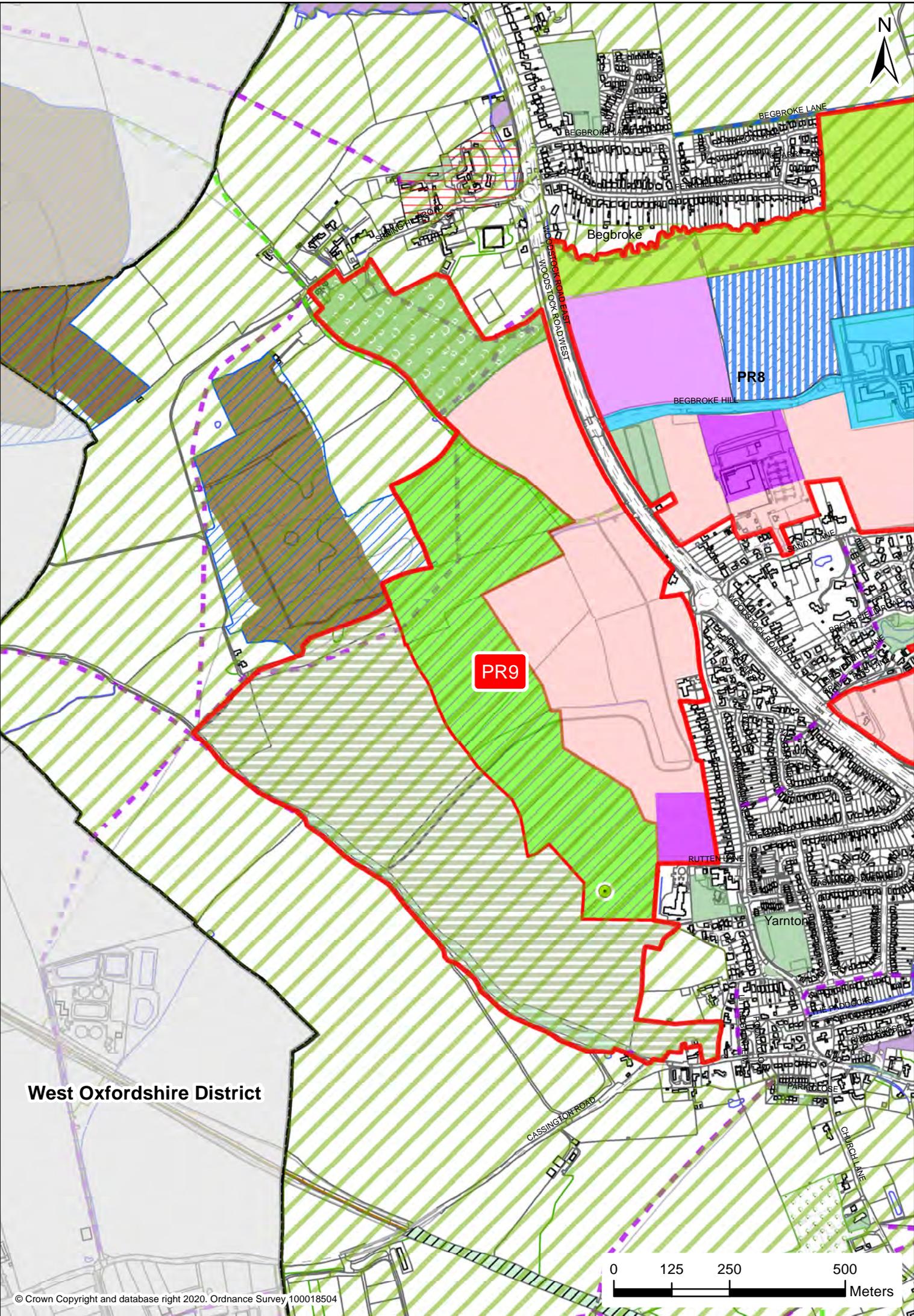


Revised Green Belt

DRAFT



	Site Boundary		Public Bridleway
	Community Woodland		Public Footpath
	Conservation Areas		Restricted Byway
	Conservation Target Areas		Reserved Land for Railway Station Halt
	Existing Begbroke Science Park		Reserved Site for Golf Course Replacement
	Existing Green Space		Residential
	Former Landfill Site		Retained Agricultural Land
	Historic Parks and Gardens		Revised Green Belt
	Land Reserved for Employment		Secondary School Use
	Local Centre		Site of Special Scientific Interest (SSSI)
	Local Nature Reserve		
	Local Nature Reserve		
	Local Wildlife Site		
	Nature Conservation Area		
	NERC Act. S41		
	New Green Space/Parks		
	Oxford Canal Trail		
	PR3a (Safeguarded Land)		
	Primary School Use		



PR9

PR8

BEGBROKE HILL

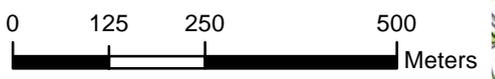
BEGBROKE LANE

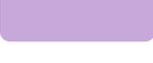
Begbroke

Yarnton

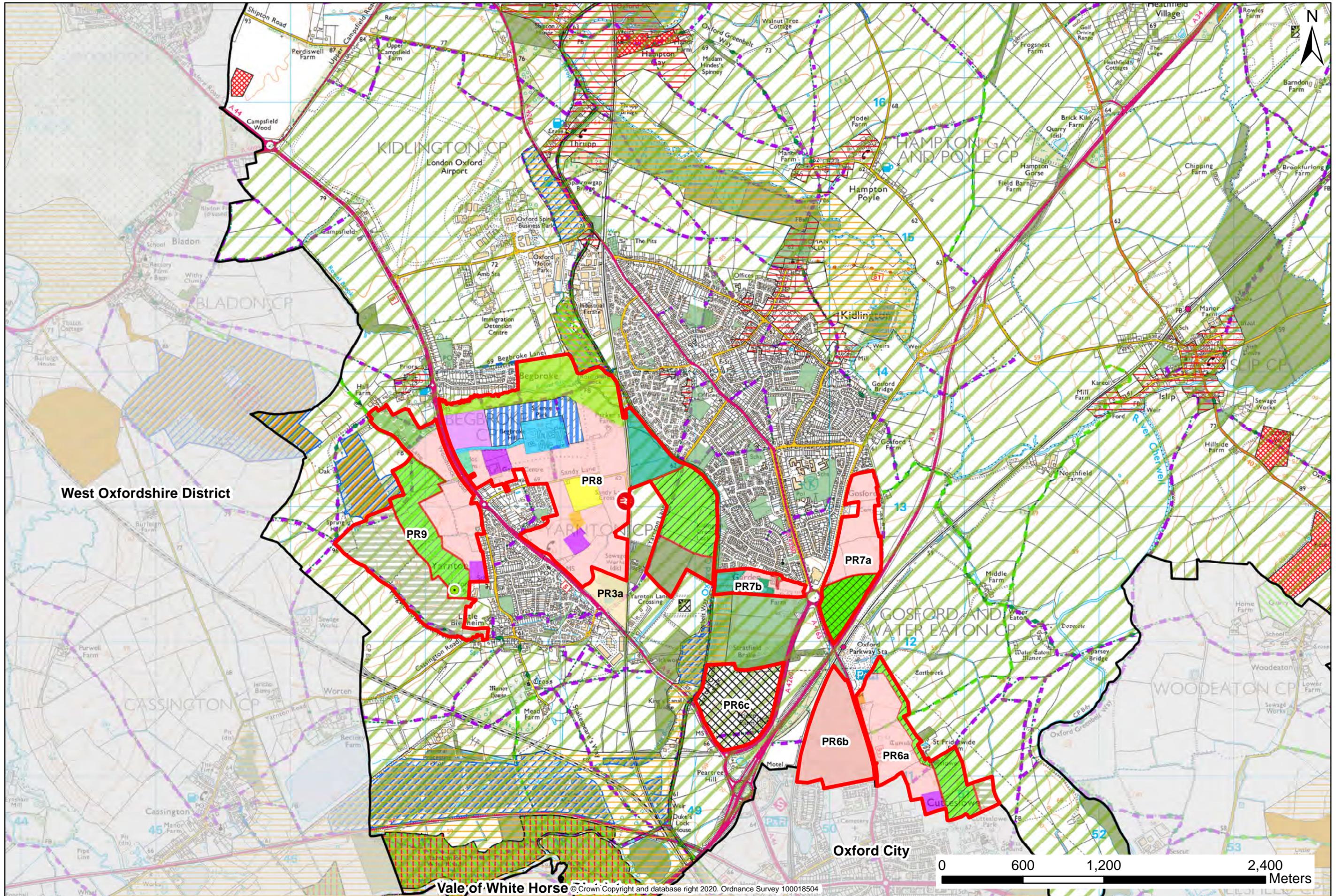
RUTTEN LANE

West Oxfordshire District



	Site Boundary		Retained Agricultural Land
	Ancient Woodland		Revised Green Belt
	Cherwell District		Secondary School Use
	Community Woodland		West Oxfordshire District
	Conservation Areas		
	Existing Begbroke Science Park		
	Existing Green Space		
	Historic Parks and Gardens		
	Land Reserved for Employment		
	Local Nature Reserve		
	Local Nature Reserve		
	Local Wildlife Site		
	NERC Act. S41		
	New Green Space/Parks		
	Primary School Use		
	Public Bridleway		
	Public Footpath		
	Restricted Byway		
	Residential		

Policies Map



	Site Boundary		NERC Act. S41
	Ancient Woodland		New Green Space/Parks
	Cherwell District		Outdoor Sports Provision
	Community Woodland		Oxford Canal Trail
	Community Woodland		PR3a (Safeguarded Land)
	Conservation Areas		Primary School Use
	Conservation Target Areas		Public Access Land
	Existing Begbroke Science Park		Public Bridleway
	Existing Green Space		Public Footpath
	Existing Orchard		Restricted Byway
	Former Landfill Site		Reserved Land for Railway Station Halt
	Historic Parks and Gardens		Reserved Site for Golf Course Replacement
	Land Reserved for Employment		Residential
	Local Centre		Retained Agricultural Land
	Local Nature Reserve		Revised Green Belt
	Local Nature Reserve		Scheduled Ancient Monument
	Local Wildlife Site		Secondary School Use
	Nature Conservation Area		Site of Special Scientific Interest (SSSI)
	Nature Conservation Area		Special Areas of Conservation
	Neighbouring Authority		

The Cherwell Local Plan 2011 - 2031 (Part1) Partial Review - Oxford's Unmet Housing Need

your place • your space
• your say •



Plan for Adoption

07 September 2020

Foreword

Foreword	3
----------------	---

Executive Summary

Executive Summary	6
-------------------------	---

Section 1 - Working in Partnership to Meet Oxford's Needs

What is the Partial Review of the Local Plan?	12
Why has this Plan been prepared?	15
What is Oxford's Unmet Housing Need?	19

Section 2 - Preparing the Plan

How has this Plan been prepared?	24
What does the Plan include?	27
What Options were considered?	29

Section 3 - Setting the Scene

The Oxfordshire Context	32
The Cherwell Context	37
The Oxford Context	41
The Wider Context	53

Section 4 - Our Vision and Objectives

A Vision for Meeting Oxford's Unmet Housing Needs	58
Our Objectives for Achieving the Vision	59

Section 5 - Delivering the Vision and Meeting Our Objectives

A Spatial Strategy for North Oxford, Kidlington and the A44 Corridor	62
Achieving Sustainable Development for Oxford's Needs	69

Contents

Housing Mix, Tenure and Size	71
The Oxford Green Belt	75
Transport Infrastructure	79
A Connected Green Infrastructure	85
North Oxford	89
Kidlington	109
Begbroke	125
Yarnton	137
Providing the Infrastructure	145
Maintaining Housing Supply	149
Section 6 - Monitoring and Securing Delivery	
Our commitment to deliver	154
Appendices	
Appendix 1 - Policies Map	157
Appendix 2 - Green Belt Plan	161
Appendix 3 - Housing Trajectory	163
Appendix 4 - Infrastructure Schedule	165
Appendix 5 - Monitoring Framework	195
Appendix 6 - Thematic Maps	199
Appendix 7 - Evidence Base	203
Appendix 8 - Glossary	205

Foreword

Councillor Barry Wood
Leader, Cherwell District Council

Oxford is a world class university city. Its economy is one of the major drivers of the county economy. Cherwell has always had a close relationship with Oxford.

There are many inter-dependencies between Cherwell and Oxford. Oxford is important to many Cherwell based businesses and residents, as a place to work, to company supply chains and as a place to study and visit. The growth of Kidlington and neighbouring communities has resulted from their proximity to Oxford as desirable places to live though they remain separate, distinctive communities.

Oxford has a high level of housing need which it cannot meet itself. This Plan has been prepared to meet a commitment Cherwell made to our neighbouring Councils to provide our share of Oxford's unmet housing need.

This Plan supplements the adopted Cherwell Local Plan (2015) and is the culmination of a lengthy period of preparation, evidence gathering and consultation.

We are of the view that development must be provided so that it is well connected to Oxford and supports the city's economy, universities and its local employment base. In addition, growth must ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work and to its services and facilities.

We have considered options across the district for achieving this and are of the view that there are clear, exceptional reasons for providing development within the Oxford Green Belt.

The Plan seeks to deliver growth for Oxford so that it fits with and helps deliver the city's sustainable transport strategy, builds communities related to Oxford and so that its relates to key assets important to both Oxford and Cherwell. These assets include the Oxford University research facility at Begbroke, London-Oxford Airport, together with the Langford Lane employment area at Kidlington and within Oxford, the Northern Gateway site.

The Plan proposes that all development is of exemplar design which responds distinctively and sensitively to the local built, historic and environment context. It requires necessary infrastructure to be provided including new schools and facilities and identified improvements to the A44 transport corridor with new rapid bus routes, rail facilities and cycle connections into Oxford.

The Plan also requires substantial levels of affordable housing to be provided and extensive green infrastructure including parkland for public use by the residents of Kidlington, Begbroke and Yarnton and the new communities that will be created.

DRAFT

Executive Summary

i. In the Cherwell Local Plan adopted in 2015, the Council committed to working on an on-going basis under a legal Duty to Cooperate with all other Oxfordshire local authorities to address the need for housing across the Oxfordshire housing market area.

ii. The Oxfordshire councils had all recognised that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary.

iii. The Plan made clear that if joint work between the authorities revealed that Cherwell and other districts needed to meet additional need for Oxford, this would trigger a 'Partial Review' of the Local Plan.

iv. This document is that Partial Review – a Plan to provide Cherwell's share of the unmet housing needs of Oxford to 2031.

v. The Plan has been informed by cooperative work between the Oxfordshire councils on the level of unmet need and how much of that need should be 'apportioned' to each district. It has been informed by an examination of the critical and cross boundary issues which are relevant to meeting those needs. It has been informed by public consultation and engagement and by evidence gathering. We have produced what we consider to be a 'sound' Plan; one that is positively prepared, justified, effective and consistent with national policy.

vi. The Plan does the following:

Section 1 - explains in further detail why the plan has been produced and how an understanding of Oxford's unmet housing need has been arrived at.

Section 2 - explains how the Plan has been prepared including the options considered in arriving at our development strategy.

Section 3 - sets the scene for the Plan; describing the county, Cherwell and Oxford context and the wider cross-regional issues.

Section 4 - describes a vision and objectives for helping to meet Oxford's unmet housing need within Cherwell.

Section 5 - provides our strategy for meeting the vision and objectives in a way that achieves sustainable development including policies for strategic development sites to provide the required homes.

Section 6 - explains how we will ensure that the strategy is delivered.

vii. Our vision for meeting Oxford's unmet housing needs by 2031 seeks to be aspirational but realistic. It responds specifically to the focused task of this Partial Review (Oxford's housing needs) and to the issues identified.

viii. The vision seeks to:

1. support Oxford's world class economy, its universities and employment base

2. 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
3. deliver development that is well connected to Oxford
4. provide for a range of household types and incomes reflecting Oxford's diverse needs.

ix. In doing so it seeks to:

1. create balanced and sustainable communities
2. provide for exemplar design which responds distinctively and sensitively to the local built, historic and environmental context
3. ensure development is supported by necessary infrastructure
4. contribute to improving health and well-being
5. conserve and enhance the natural environment.

x. Specific strategic objectives (SO16-SO19) are identified for meeting the vision which supplement those in the existing Local Plan (2015).

xi. The objectives relate to:

1. partnership working to meet needs and required infrastructure by 2031 (objective SO16)
2. providing development so it supports the projected economic growth which underpins the housing needs and local Oxford and Cherwell economies (objective SO17)
3. substantively providing affordable access to new homes for those requiring affordable housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas; and, providing well-designed development that responds to the local context (objective SO18)
4. providing development so that it complements the County Council's Local Transport Plan (including the Oxford Transport Strategy) and facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford (objective SO19).

xii. The Plan includes a strategy - a collection of policies - for delivering the vision and objectives having considered options for accommodating development across the district. The Plan builds upon the options, those areas of the district that most directly relate to Oxford's sustainable

transport strategy, that offer the opportunities for building communities that are well related to Oxford and have a clear relationship to the key economic assets at the interface between Cherwell and Oxford.

xiii. The Plan includes a coherent, holistic, and joined-up approach which prioritises the need for development to be well connected to Oxford. We are planning for development in the area of the district that has the strongest economic and social relationships with Oxford and which is fully integrated with the County Council's sustainable transport policies. We are grasping the opportunities for distinctive place-shaping, for a consolidated approach to green infrastructure and for the achievement of net gains in biodiversity.

xiv. The Plan therefore focuses development on a geographic area extending north from Oxford to south Kidlington, and along the A44 corridor to Yarnton and Begbroke.

xv. This involves development in the Oxford Green Belt - a designated area of land around Oxford in which planning policies have the fundamental aim of preventing urban sprawl by keeping land permanently open. Under national policy Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan.

xvi. The Plan explains that there are exceptional circumstances for development in the Green Belt to help meet Oxford's needs within Cherwell. Other examined options would not deliver development that specifically relates to Oxford in the same way and would not deliver the Plan's vision.

xvii. The Plan also avoids undermining the strategy of the existing Cherwell Local Plan (2015) and the delivery of planned growth at Bicester, Banbury and Former RAF Upper Heyford.

xviii. The policies included in this Partial Review seek to do the following:

1. deliver the required homes for Oxford by 2031 in a form that achieve sustainable development (policy PR1)
2. deliver a mix, tenure and size of homes that responds to identified needs (policy PR2)
3. exceptionally allow for development in the Green Belt having considered all other reasonable options and the vision and objectives we need to achieve (policy PR3)
4. maximise the opportunity for affordable and sustainable transportation from development areas to Oxford's key employment areas, services and facilities (policy PR4a)
5. use the advantage of sustainable transport opportunities to help strengthen Kidlington centre in accordance with the existing Local Plan (2015) and the Kidlington Framework Masterplan (policy PR4b – Kidlington Centre)
6. provide a consolidated and integrated approach to the provision of green infrastructure alongside new development, particularly within the Green Belt (policy PR5).

xix. The Plan provides for the development of strategic sites that will best achieve the vision and objectives and deliver sustainable development in the Oxfordshire, Cherwell, Oxford and wider context.

Table I

Area	Policy / Site	No. of Homes
North Oxford	Policy PR6a - Land East of Oxford Road	690
	Policy PR6b - Land West of Oxford Road	670
	Policy PR6c - Land at Frieze Farm (reserved site for replacement Golf Course)	-
Kidlington	Policy PR7a - Land South East of Kidlington	430
	Policy PR7b - Land at Stratfield Farm	120
Begbroke	Policy PR8 - Land East of the A44	1950
Yarnton	Policy PR9 - Land West of Yarnton	540
Total		4400

xx. The Plan seeks to ensure that the developments will be supported by necessary infrastructure through a coordinated and planned approach (policy PR11). This will be assisted by a requirement for development briefs for each site and by working with service providers such as the County Council on matters including highways and education and on necessary financial contributions for other supporting infrastructure.

xxi. The Plan seeks to ensure that the necessary housing supply will be maintained by managing planned delivery and maintaining a separate five year supply of housing sites to specifically meet Oxford's unmet needs within Cherwell (policy PR12a). It also makes clear that applications for planning permission for development to meet Oxford's needs that is not allocated in the Plan will not be supported unless the Council has taken a formal decision that additional land beyond that allocated is required to ensure the requisite housing supply, that the demonstrable support of the local community has been gained through pre-application consultation and subject to other criteria.

xxii. Finally, we have a policy (PR13) for closely monitoring delivery, to achieve the timely production of development briefs and the consideration of planning applications, for reporting on progress and for ensuring that all the homes are delivered by 2031. The policy makes it clear that if monitoring indicates that the vision and objectives cannot be met, the Council will consider whether it wishes to ask the Secretary of State for Housing, Communities and Local Government to revoke the Partial Review under Section 25 of the Planning and Compulsory Purchase Act 2004 in the interest of releasing alternative sites that will achieve delivery by 2031.

xxiii. This is a Plan to provide homes for Oxford within Cherwell in time and in full accordance with our strategy.

DRAFT

Section I - Working in Partnership to Meet Oxford's Needs



What is the Partial Review of the Local Plan?

1.1 The Cherwell Local Plan 2011-2031, which was adopted by Cherwell District Council in July 2015, provides for Cherwell's development needs to the year 2031.

1.2 In the Local Plan the Council committed to working jointly with the other Oxfordshire councils to assess the extent of the housing need that could not be met elsewhere in the Oxfordshire Housing Market Area. In particular, it was understood that there could be a need arising from Oxford that could not be met by Oxford City Council due to its tight administrative boundary and its limited supply of land. Cherwell District Council's commitment was to consider the extent of the need and, if necessary, to 'partially review' its Local Plan within two years from its adoption in July 2015.

1.3 This document is that 'review'. The Partial Review is effectively a supplement or addendum to the adopted Cherwell Local Plan 2011-2031 which becomes part of the statutory Development Plan for the district.

1.4 The Partial Review provides a vision, objectives and specific policies for delivering additional development to help meet Oxford's housing needs. It seeks to do this in a way that will best serve Oxford's needs and provide benefits for existing communities in Cherwell and adjoining areas. The Partial Review is a positively prepared Plan. It avoids undermining the existing Local Plan's development strategy for meeting Cherwell's needs and detracting from the delivery of growth at Bicester, Banbury and former RAF Upper Heyford. The Plan aims to achieve sustainable development which will be deliverable by 2031.

1.5 Applications for planning permission for housing in Cherwell to meet Oxford's needs will be considered having regard to the policies in this Partial Review and to other relevant policies from the adopted Development Plan. The Council will need to assess whether or not development proposals meet the vision and objectives of this Partial Review (and relevant objectives of the existing Local Plan 2015) in determining whether or not permission should be granted.

1.6 The Partial Review should therefore be considered alongside the existing Local Plan. It should also be read alongside national policy and guidance – the National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) – and in conjunction with other Supplementary Planning Documents produced by the Council such as the Cherwell Design Guide.

1.7 The Partial Review means change for the area of the district which adjoins north Oxford and that which focuses on the A44 corridor. It does this to deliver homes that will enable people to live near Oxford, to travel sustainably into Oxford to access employment, services and facilities and to provide new housing in a way that builds upon Cherwell's strongest geographic, economic and social relationships with Oxford.

1.8 Most of this area has for many years lain within the Oxford Green Belt - a designated area of land around Oxford in which planning policies have the fundamental aim of preventing urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan.

1.9 The boundaries of the Oxford Green Belt within Cherwell have not changed since the inner boundary was established in 1992. The Partial Review of the Local Plan provides for specific sites to be developed in the Green Belt and for changes to the Green Belt boundaries because of the exceptional circumstances that exist (see section 5).

DRAFT

14 What is the Partial Review of the Local Plan?

DRAFT

Why has this Plan been prepared?

1.10 There are three reasons why this Partial Review of the Local Plan has been prepared:

1. Oxford needs additional homes
2. there is a need to meet national policy and legal requirements
3. Cherwell was required to make a commitment to undertaking the review.

Oxford needs additional homes

1.11 Oxford has a high level of housing need and problems of affordable access to the housing market. The city, county and wider regional economies are growing. 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.

Oxford City Council First Steps Consultation Booklet, 2016

'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.'

1.12 There is a very high level of housing need to be met across the county. This was the clear finding of an Oxfordshire wide housing study, the Strategic Housing Market Assessment or 'SHMA' which was produced in 2014 as required by Government policy. The SHMA provided an objective assessment of need for housing in the Oxfordshire market area to 2031. It is for Local Plans to then determine whether development can be provided to meet needs by considering environmental and other constraints and potential opportunities.

1.13 The SHMA examined population and household projections and considered whether adjustments were needed to take into account the need to deliver affordable homes, to address past under-provision or improve affordability and to support the expected growth in jobs.

16 Why has this Plan been prepared?

Table 2

Objectively Assessed Housing Need per Local Authority 2011-2031 (source: Oxfordshire SHMA 2014, adapted)			
	Housing Need Per Year (Net) 2011-2031)	Mid-point of Range	Total 2011-2031
Cherwell	1090-1190	1140	22,800
Oxford	1200-1600	1400	28,000
South Oxfordshire	725-825	775	15,500
Vale of White Horse	1028	1028	20,560
West Oxfordshire	635-685	660	13,200
Oxfordshire	4678-5328	5003	100,060

1.14 The mid-point of the assessed housing need for Oxford City is 28,000 additional homes from 2011-2031. The SHMA remains the most up-to-date objective assessment of housing need for the housing market area.

Meeting national policy and legal requirements

1.15 The Council is required to meet Government and legal requirements in preparing Local Plans:

National Planning Policy Framework (NPPF, 2012)

The NPPF requires the Council to:

1. have a clear understanding of housing needs in their area
2. to prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries
3. to work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans
4. to work together to meet development requirements which cannot wholly be met within their own areas, for instance because of a lack of physical capacity or because to do so would cause significant harm to national principles and policies

5. to produce Local Plans in accordance with a statutory Duty to Cooperate with prescribed bodies (including Oxford City Council and the other Oxfordshire Councils)
6. to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

1.16 The Duty to Cooperate requires the Council to cooperate with other Local Planning Authorities and other prescribed bodies when it undertakes certain activities, including the preparation of Local Plans and in relation to cross-boundary strategic matters. This is to maximise the effectiveness with which activities are undertaken.

Duty to Cooperate

Local Planning Authorities are required *'to engage constructively, actively and on an on-going basis.'*

Planning and Compulsory Purchase Act 2004, Section 33A (2)

Cherwell's commitment to the Partial Review

1.17 All of Oxfordshire's councils have accepted that Oxford cannot fully meet its own housing needs (approximately 28,000 homes). 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.

1.18 When the existing Local Plan (2015) was being prepared, the Council proposed a commitment to the Partial Review of the Local Plan in the event that there was a need to provide additional housing for Oxford.

1.19 The Government appointed Planning Inspector who examined the Plan stated, *"...It is ...essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan..."*

1.20 His Non-Technical Summary records: *"Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined"*.

1.21 The commitment is provided at para. B.95 of the existing Local Plan (2015).

18 Why has this Plan been prepared?

Adopted Cherwell Local Plan 2011-2031, Para. B.95

“Cherwell District Council will continue to work under the ‘Duty to Co-operate’ with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire Housing Market Area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014). As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan. Cherwell District Council recognises that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed. Cherwell District Council will continue to work jointly and proactively with the Oxfordshire local authorities and through the Oxfordshire Growth Board to assess all reasonable spatial options, including the release of brownfield land, the potential for a new settlement and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for Cherwell to consider in isolation. These options will need to be undertaken in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) regulations, and the Habitats Regulations Assessment (HRA) to establish how and where any unmet need might best be accommodated within the Oxfordshire Housing Market Area. Joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services. Full public consultation will be central to a ‘sound’ process and outcome. If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District. The Council will engage in joint working on supporting technical work such as countywide Sustainability Appraisal as required to support the identification of a sustainable approach to meeting agreed, unmet needs.”

What is Oxford's Unmet Housing Need?

Working cooperatively

1.22 In March 2014, prior to publication of the Strategic Housing Market Assessment, the Oxfordshire councils collectively agreed a headline process, as part of a Statement of Cooperation, setting out how to address the SHMA's conclusions on housing need and in anticipation that there would be unmet need arising from Oxford.

Oxfordshire Statement of Cooperation, 2014

'The purpose of this Statement of Cooperation is to set out the scope and structure of cooperation between the Parties on a range of issues. In particular, it outlines the process and arrangements for cooperation between local authorities should one of the Parties be unable to accommodate their objectively assessed need identified in the Oxfordshire Strategic Housing Market Assessment (SHMA).'

1.23 The Councils had been working together for some time as the Spatial Planning and Infrastructure Partnership. In 2014, this became the Oxfordshire Growth Board which became a Joint Committee of all six Oxfordshire Councils. These are the core, voting members. The Growth Board also includes co-opted, non-voting members - the Oxfordshire Local Enterprise Partnership (OxLEP), the Oxfordshire Skills Board, Oxford Universities, the Homes and Communities Agency, the Environment Agency, Network Rail and Highways England.

1.24 In November 2014, the Growth Board noted a general agreement that there was limited capacity within Oxford to accommodate the number of homes required to meet its needs. There was a significant potential shortfall which would need to be provided for in neighbouring districts.

1.25 A joint work programme was agreed for considering the level of unmet need and how that need could be distributed to the individual district councils.

The urban capacity of Oxford

1.26 Oxford's December 2014 Strategic Housing Land Availability Assessment (SHLAA) detailed the City Council's view on its potential sources of housing supply - a total supply of 10,212 homes from 2011 to 2031.

1.27 This view was tested through the Growth Board work programme by the other Oxfordshire authorities. Consultants were appointed to help 'check and balance' the findings and to help reach an agreed understanding.

1.28 On 19 November 2015 the Oxfordshire Growth Board agreed a total working figure for Oxford's unmet housing need of 15,000 homes. On the basis of Oxford's overall need being 28,000 homes from (2011-2031), this meant approximately 13,000 homes being provided within Oxford's administrative boundary.

Agreement on Oxford's unmet housing need

'Following consideration of the report all authorities agreed a working assumption of 15,000 homes for Oxford City's unmet need. All authorities agree to work towards this in good faith, based on the previously agreed process which includes the review of the Oxford City's Local Plan.

The Board should note that the working assumption of 15,000 is a working figure to be used by the Programme as a benchmark for assessing the spatial options for growth and is not an agreed figure for the true amount of unmet need.'

Report to the Oxfordshire Growth Board, 19 November 2015, para's. 5&6

1.29 The precise urban housing capacity or potential of Oxford will change as the City Council prepares and completes its next Local Plan, as new land supply studies are produced and as applications for planning permission are considered. Should a significant change in circumstances occur in the future, this would need to be considered by the Growth Board.

The apportionment of Oxford's unmet housing need

1.30 On 26 September 2016, the Oxfordshire Growth Board considered a report summarising the output of the countywide work programme. The programme included:

1. the review of the urban capacity of Oxford to inform agreement on the level of unmet housing need
2. a Green Belt Study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of the Green Belt as defined in national policy
3. the sustainability testing of spatial options to help inform the apportionment of unmet need to the rural districts
4. a high level transport assessment of spatial options
5. an education assessment of spatial options.

1.31 The Growth Board decided on an apportionment of 14,850 homes to the district and city councils. Cherwell District was asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes).

Table 3

Oxfordshire Growth Board Apportionment of Oxford's Unmet Housing Needs	
District	Apportionment - No. of Homes (Net)
Cherwell	4400
Oxford	550
South Oxfordshire*	4950
Vale of White Horse	2220
West Oxfordshire	2750
Total	14850
*Note: South Oxfordshire District Council did not agree to the apportionment	

1.32 The Growth Board work programme enabled a countywide, cooperative decision to be made on how the unmet housing need should be accommodated at a district level. It has informed the Partial Review plan making process but as a non-statutory planning process it does not bind the Council to a prescribed approach as to how the Council should provide for Oxford's unmet housing need. The Partial Review process does this on a statutory plan making basis.

1.33 Following the apportionment decision, a Memorandum of Cooperation was signed by the Leaders of all the Oxfordshire Councils (except South Oxfordshire) making clear the agreed position.

Memorandum of Cooperation, November 2016

'...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.'

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.'

Extract from Memorandum

Signed by Oxford City Council, Cherwell District Council, West Oxfordshire District Council, Vale of White Horse District Council, Oxfordshire County Council

DRAFT

How has this Plan been prepared?

2.1 This Partial Review of the Local Plan has been prepared in accordance with the statutory Duty to Cooperate, legal and procedural requirements and in conformity with national planning policy and guidance.

2.2 As required by national policy, the Plan has been:

1. positively prepared – to help meet Oxford’s objectively assessed, unmet housing needs; to provide supporting infrastructure and in a way that complements wider infrastructure delivery; and, to achieve sustainable development which responds to the Cherwell, Oxford and Oxfordshire contexts
2. justified by evidence – in order to arrive at the most appropriate strategy having considered reasonable alternatives and the outcome of consultation and engagement
3. prepared to be effective – to ensure that the required homes are viably delivered by 2031 in accordance with cross-boundary strategic priorities and so that the vision and objectives are achieved without undermining the existing Cherwell Local Plan (2015)
4. prepared to be consistent with national policy – to meet the apportioned housing requirements so that they meet core planning principles and demonstrate clear, exceptional circumstances for removing land from the Oxford Green Belt for development.

2.3 Working with the Oxfordshire Growth Board and individual partner authorities, the Council has sought from the outset to meet national objectives, the commitments set out both on a countywide basis and in the adopted Cherwell Local Plan 2011-2031, the expectations of those in housing need, and the requirements of the development industry in terms of providing homes to support economic growth. The Council has sought to prepare a sound and sustainable strategy which directly meets Oxford needs and which complements the existing Cherwell Local Plan.

2.4 The strategy has been positively prepared to help meet the objectively assessed development requirements of Oxford and to provide supporting infrastructure in places and in a form that will achieve sustainable development. It has been prepared with the benefit of consultation and engagement as set out in a Statement of Consultation.

2.5 Alternative spatial approaches were considered for meeting those requirements with the benefit of a robust evidence base and in the interest of identifying the most appropriate strategy. The Partial Review is supported by a Sustainability Appraisal that documents that process and includes the reasoning for the selected approach.

2.6 The Partial Review establishes a deliverable strategy for ensuring that Cherwell's contribution to meeting Oxford's needs will be delivered by 2031 and with the continued commitment to a cooperative approach across administrative boundaries and strong partnership working.

2.7 Key areas of Plan preparation have included:

1. cross-boundary and cooperative working through the Oxfordshire Growth Board work programme and individual meetings with partners and other bodies as detailed in the Statement of Consultation.
2. identifying the Plan's scope, key issues and opportunities through consultation from January to March 2016 on an 'Issues' document and a Sustainability Appraisal scoping report, including a 'call for sites' informing land availability.
3. consulting on the outcome of the Oxfordshire Growth Board work programme, a draft vision and objectives and reasonable options through an 'Options' document from November 2016 to January 2017 and informed by an Initial Sustainability Appraisal and Interim Transport Report
4. evidence gathering including: Transport Assessment and Modelling, Strategic Flood Risk Assessment, Landscape Sensitivity and Capacity Assessment, a Housing and Economic Land Availability Assessment; a Strategic Economic Growth Study; a Green Belt Study; and a Habitats Regulations Assessment. A full list of the evidence supporting this Plan is provided online at <http://www.oxford.gov.uk/info/83/local-plans/215/partial-review-of-oxford-local-plan-2011-2031-part-1-oxford-summit-housing-need>
5. the development of the vision and objectives with the benefit of consultation feedback, evidence and the continuation of the Sustainability Appraisal process
6. the further testing of options, including the overall amount of housing to be planned for, through a Sustainability Appraisal and Habitats Regulations Assessment
7. identifying proposed development sites and preparing policies with the benefit of evidence, consultation feedback results and sustainability appraisal
8. ensuring that the Plan could be viably delivered.

DRAFT

What does the Plan include?

2.8 The Partial Review includes a clear vision for how Oxford's unmet housing needs will be met within Cherwell. The vision, set out in section 4, seeks to respond to the key issues faced by Oxford in providing new homes, in addressing the unaffordability of housing, in supporting economic growth and in dealing with its land supply constraints.

2.9 The vision also seeks to respond to the issues involved in accommodating further development in a strongly and rapidly growing Cherwell with the need to protect its environment, to achieve more use of sustainable transport and to protect the identity of existing communities. This vision needs to be read in addition to the existing vision for Cherwell set out at paragraphs A.8 to A.27 of the existing Local Plan (2015).

2.10 The Partial Review provides four strategic objectives (SO16 to SO19) for achieving the Partial Review's vision which supplement those (SO1 to SO15) of the existing Local Plan. It provides overarching and site specific policies for delivering 4,400 homes and achieving the vision and objectives. Six residential development areas are identified in a geographic area extending north from Oxford (either side of the A4165 Oxford Road) and along the A44 corridor:

1. Land East of Oxford Road, North Oxford (policy PR6a) - Gosford and Water Eaton Parish
2. Land West of Oxford Road, North Oxford (policy PR6b) - Gosford and Water Eaton Parish
3. Land at South East Kidlington (policy PR7a) - Gosford and Water Eaton Parish
4. Land at Stratfield Farm Kidlington (policy PR7b) - Kidlington Parish
5. Land East of the A44 at Begbroke/Yarnton (policy PR8) - Yarnton and Begbroke Parishes (small area in Kidlington Parish)
6. Land West of the A44 at Yarnton (policy PR9) - Yarnton and Begbroke Parishes

DRAFT

What Options were considered?

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

2.12 Nine Areas of Search across Cherwell were considered as potential broad locations for accommodating the additional growth. These were:

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

2.13 Within these Areas of Search were 147 possible sites, each comprising at least two hectares of land.

2.14 The outcome of the plan preparation process, informed by the evidence base (including the Sustainability Appraisal) and the outcome of consultation, was that Options C to I were not considered to be suitable for accommodating housing to help meet Oxford's unmet housing needs for the following reasons:

1. they were less well situated to build communities associated with Oxford
2. they were less well situated to assist with the delivery of the Oxford Transport Strategy, in terms of existing sustainable travel connectivity and the opportunity for sustainable commuter travel behaviour
3. they were more likely to result in a higher level of commuting to Oxford by private motor vehicle
4. they were likely to result in less affordable transport options for accessing Oxford for potential occupiers of affordable and low cost housing
5. more dispersed options provided less opportunity for strategic infrastructure investment (e.g transport and education)
6. the likelihood that significant additional development could not be built at Bicester, Banbury and RAF Upper Heyford by 2031 in addition to that in the existing Local Plan (2015).

2.15 It was therefore concluded that options 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.

2.16 Additionally, it was concluded that options C to I would have a greater detrimental impact on the development strategy for Cherwell set out in the existing Local Plan (2015).

2.17 Option A (Kidlington & Surrounding Area) and Option B (North & East of Kidlington) were considered to be suitable for Oxford's needs.

2.18 In summary, this was because of:

1. the proximity to Oxford, the existing availability of public transport and the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities
2. the opportunity to achieve an overall, proportionate reduction in reliance on the private motor vehicle in accessing Oxford's key employment areas and services and facilities and to achieve further investment in sustainable transport infrastructure
3. the deliverability of sustainable transport improvements in comparison to other Areas of Search
4. relationship of existing communities to Oxford
5. existing economic relationship between the areas of search and Oxford
6. the opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need.

2.19 It was therefore concluded that Options A and B could deliver the vision and objectives which underpin 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.

2.20 Within Areas A and B a total of 41 sites were considered and assessed for inclusion in the Partial Review. These sites were assessed through the consideration of range of evidence (<https://www.cherwell.gov.uk/info/83/local-plans/215/partial-review-of-cherwell-local-plan-2011-2031-part-1-oxford's-unmet-housing-need>) including landscape, transport, land availability, flood risk and green belt studies. They were also assessed with the benefit of feedback from consultation, through the preparation of an Habitats Regulations Assessment, and through a Sustainability Appraisal detailing the likely environmental, social and economic effects of developing each site and the cumulative effect of the proposed growth.

2.21 Many of the sites identified were situated within the Oxford Green Belt. Two sites outside the Green Belt were considered and 39 sites within. In addition to their overall sustainability, sites were considered for their suitability in meeting the Partial Review's vision and objectives. Sites within the Green Belt were only taken forward in the absence of other suitable alternatives.

The Oxfordshire Context

Controlling the growth of Oxford

3.1 The growth of Oxford over the decades is central to the Oxfordshire planning context.

3.2 Since the post-war period, the planning system has sought to protect Oxford's historic architectural assets and setting and to control the city's expansion into the surrounding countryside.

3.3 The Town and Country Planning Act 1947 provided for new local planning authorities to produce comprehensive development plans and Green Belt proposals. There was an understanding that alongside the post-war reconstruction and growth there was a need to restrict the growth of larger cities to control urban sprawl.

3.4 In 1955, advice was provided on Green Belts by the Ministry of Housing and Local Government (Circular 42/55) including on their three main functions:

1. to check the growth of a large built-up area
2. to prevent neighbouring settlements from merging into another
3. to preserve the special character of a town.

3.5 Proposals for an Oxford Green Belt were submitted to the Minister in 1958. It was not until 1975 that an outer boundary was approved passing through new district authorities and covering a distance from Oxford ranging between approximately 6.5 and 10 km. Smaller villages were 'washed over' or covered by the Green Belt. The larger villages and their immediate areas (including Kidlington and Yarnton) were excluded from the Green Belt to allow for population expansion and associated development needs.

3.6 Areas were also identified where restrictive Green Belt policy would apply pending the preparation of new county Structure Plans and district Local Plans. A definitive inner boundary was in effect deferred for local consideration.

3.7 The first Oxfordshire Structure Plan was approved by the then Secretary for State for the Environment in 1979. The Secretary of State endorsed the need for a Green Belt of about 6.5 to 10 km wide and expressed the view that the growth of Oxford should not be allowed to continue indefinitely.

3.8 A similar view was stated when the Secretary of State approved alterations to the Structure Plan in 1987: "...The unique historic character of Oxford and its setting in its natural environment should be conserved and protected, and...the growth of the City should not continue indefinitely...there is now only very limited scope for further development in and around Oxford" (Central Oxfordshire Local Plan, 1992).

3.9 The Central Oxfordshire Local Plan (Cherwell) defined new inner boundaries of the Green Belt, which were confirmed when the Plan was adopted in December 1992.

Central Oxfordshire Local Plan, para, 2.2

'The conservation of Oxford's heritage, which is of international importance, has been recognised in planning policy since the war. The achievement of that objective for the benefit of future generations cannot be realised without strict restraint of the development pressures which threaten to damage the character of the city through increased scale of activity, traffic and the outward sprawl of the urban area. Similarly, the character of Oxford in a rural setting cannot be maintained without the protection of the spatial relationship of Oxford and nearby settlements and the maintenance of the character of the intervening countryside'

3.10 Those defined boundaries were carried forward into the Cherwell Local Plan 1996 (adopted in November 1996) and no changes were made to the Green Belt in the Cherwell Local Plan 2011-2031 adopted in July 2015.

A changing context for growth

3.11 For the past few decades, planning policies have largely sought to restrict the outward growth of Oxford in the interests of concentrating development, preventing encroachment into the surrounding countryside and protecting the designated Green Belt. Instead, successive 'country town' strategies have sought to grow the market towns of Banbury, Bicester, Witney and Didcot (and later Grove) within a countywide housing market area.

2011 Oxfordshire Structure Plan (1998), p.26

'Since the mid 1970s development in Oxfordshire has been guided by the 'country towns' strategy which identified Banbury, Bicester, Didcot and Witney as the preferred locations for new development. The strategy has sought to protect the environment, character and agricultural resources of the county by restraining the overall level of development.

One of the key elements in the strategy has been the recognition of Oxford as a city of international architectural and cultural significance. The Green Belt has been successful in preventing major development that would have been detrimental to the character and landscape setting of Oxford...'

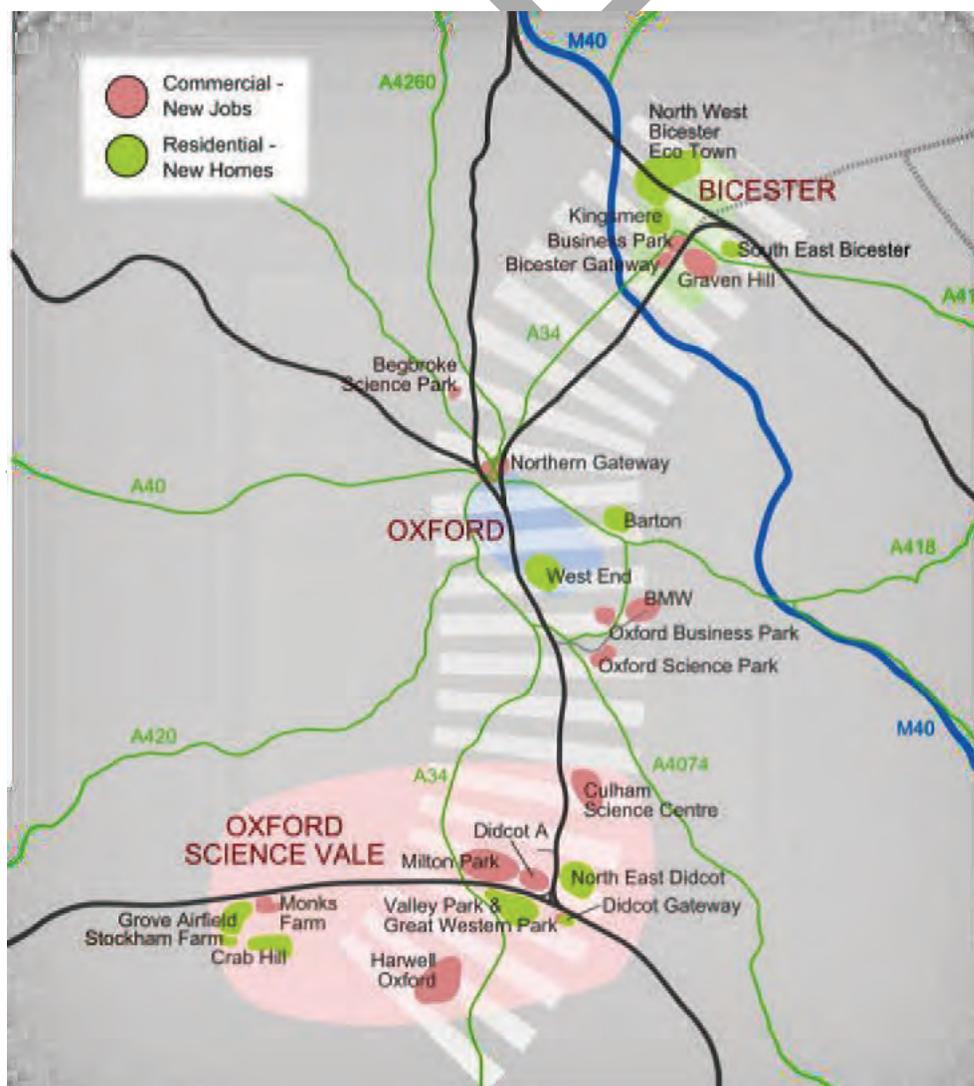
3.12 The Oxfordshire Structure Plan 2016 (adopted in 2005) increased the proportion of additional growth for Oxford but essentially retained the county town approach. A regional South East Plan (replacing the Structure Plan) introduced the concept of a Central Oxfordshire sub-region centred on Oxford including a focus on growth at Bicester. However, outside the sub-region significant growth was still allocated for Banbury.

3.13 The abolition of regional planning and the introduction of the National Planning Policy Framework in 2012 led to new requirements for local, objective assessments of need (including for housing) and cooperation between neighbouring authorities. New national Planning Practice Guidance (PPG) was published in 2014 with a methodology for producing Strategic Housing Market Assessments which required regard to be given to the future change in job numbers based on past trends and/or economic forecasts.

3.14 The Oxfordshire SHMA published in April 2014 was supported by economic forecasting work which concluded that across the county, some 80,000 jobs could be created for the period 2011-2031. This represents employment growth of 1.0% per annum. The work highlighted the potential of key economic assets such as Begbroke Science Park, London-Oxford Airport and the growth of Bicester.

3.15 Underpinning those forecasts is the county's Strategic Economic Plan (SEP) prepared by the Oxfordshire Local Enterprise Partnership (OxLEP). This highlights the economic influence and potential of priority localities at 'Science Vale', an important centre for scientific research in the south of the county, Oxford and Bicester - investment centres forming a 'Knowledge Spine' along which further economic growth is to be encouraged. It also highlights the importance of other projects in market towns and rural areas which support the objectives of the SEP and which are well connected to the Knowledge Spine (and elsewhere). OxLEP's priorities inform the work of the Oxfordshire Growth Board and 'Local Growth Deals' with Government.

Figure 1: The Oxfordshire Knowledge Spine (source: Local Transport Plan, 2016)



3.16 Having regard to the economic growth of the county, the total housing need for the county identified by the SHMA was about 100,060 homes (5003 per annum) including 22,800 for Cherwell and approximately 28,000 for Oxford.

3.17 In this growth context, the Oxfordshire councils continue to cooperate on cross-boundary strategic matters, including on an Oxfordshire Infrastructure Strategy (OxIS), which was completed in 2017.

3.18 This level of identified housing need is, for Oxfordshire, unprecedented in modern times. The Partial Review has been prepared with the understanding that a development strategy based mainly on the 'country towns' approach would not be sufficient to meet both Cherwell's and Oxford's needs.

DRAFT

DRAFT

The Cherwell Context

A growing district

3.19 Cherwell is predominantly a rural district. It has two main towns, Banbury in the north and Bicester in the south, and a third urban centre at Kidlington - a large village in the south of the district. Cherwell has over 90 villages and hamlets. Protecting and respecting the identity of individual settlements is an important aim of the existing Local Plan's policies for the built environment.

3.20 The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. A new Oxford Parkway railway station has been constructed in Cherwell between Kidlington and the northern edge of Oxford. It links Oxford to London Marylebone and forms part of the first phase of East-West Rail connecting Oxford to Bicester and, in time, Milton Keynes and Cambridge.

3.21 Banbury and Bicester have their own rural hinterlands but the district has a geographic, social, economic and historic relationship with Oxford. Cherwell borders the northern built-up edge of the city and includes the land south of the A34 immediately north of The Oxford neighbourhoods of Cutteslowe and Upper Wolvercote. An area of land south of the A40 also lies within Cherwell - Pixie and Yarnton Meads - a Site of Special Scientific Interest which is part of the Oxford Meadows Special Area of Conservation alongside the River Thames (see figure 2).

3.22 Kidlington is Cherwell's smallest urban centre and largest village with a population (2011) of about 14,000. Together with the neighbouring villages of Yarnton and Begbroke, it has an immediate and close relationship with Oxford. The Cherwell parish of Gosford and Water Eaton comprises the area north of Cutteslowe and includes part of the built-up area of Kidlington.

3.23 Kidlington functions as a local shopping and employment centre. The Kidlington/Begbroke area also includes London-Oxford Airport, the University of Oxford's Begbroke Science Park, Oxford Spire Business Park and other commercial development along Langford Lane (north Kidlington). All have a shared economic relationship with Oxford.

3.24 The existing Local Plan (2015) seeks to strengthen Kidlington's village centre and to maximise the economic opportunities presented by the village's location on the Oxfordshire 'knowledge spine'.

3.25 A Kidlington Framework Masterplan has been completed by the Council and adopted as a Supplementary Planning Document (2016). The existing Local Plan includes a commitment to provide land for high value employment uses within two areas of search in the vicinity of Langford Lane, Kidlington and Begbroke Science Park (policy Kidlington 1). It provides for a small scale Green Belt Review to be undertaken in a Part 2 of the Local Plan. Since the Plan was adopted, a new Technology Park has been granted planning permission on land to the south of Langford Lane.

3.26 Approximately 14% of Cherwell lies within the Oxford Green Belt (see Appendix 2). A large number of villages (or parts of them) are 'washed over' by the Green Belt designation. Kidlington, Yarnton and the eastern side of Begbroke are surrounded by Green Belt.

3.27 The vision for Cherwell expressed in the 2015 Local Plan includes:

1. developing a sustainable economy with sound infrastructure
2. providing vital town centres
3. a stronger, sustainable, more diverse rural economy
4. improved road, rail and public transport links and service
5. sustainable communities and a high-quality of life
6. providing a range and choice of good quality, market and affordable housing
7. investment in social and physical infrastructure, addressing inequalities in health and maximising well-being
8. protecting and enhancing the natural and built environment and heritage
9. protecting natural resources, embracing environmental technologies meet the challenge of climate change.

3.28 The Plan's adopted development strategy provides for:

1. 10,129 homes at Bicester
2. 7,319 homes at Banbury
3. 2,361 homes at former RAF Upper Heyford
4. 3,031 homes in the remaining rural areas.

3.29 This is a much higher level of growth than seen in recent decades, reflecting both economic potential of Cherwell and the high level of housing need. The development strategy will result in over 20,000 additional people living at Bicester and over 14,000 at Banbury by 2031. Cherwell's two 'country towns' will grow at a faster rate than seen during the era of the former Structure Plans and the South East Plan.

Cherwell Local Plan 2011-2031, Inspector's Report, para. 212

'The plan's overall strategy sustainably focusses most new development on the two towns of Bicester and Banbury, with about 5,400 new homes in the rural areas, including at Kidlington and the former RAF Upper Heyford to 2031. This is clearly the most sustainable strategy for the district over the plan period and reflects the guidance in paras 17 and 30 of the NPPF. It properly seeks to alter the local pattern of recent housing growth, as a disproportionate percentage (almost half) has taken place in the smaller settlements, adding to commuting by car and congestion on the road network at peak hours. The number of new homes outside the two towns would be around a quarter of the overall total for the plan period taking into account the significant level of housing land supply already available in the rural areas.'

3.30 Key issues for accommodating additional housing for Oxford's needs have therefore included the relationship with the existing Cherwell strategy and the ability to deliver the homes by 2031 having regard to the growth already committed.

3.31 The pattern since the establishment of the Green Belt of accommodating required development at Banbury and Bicester is continuing, albeit at a higher rate of growth than previously experienced. This is not, however, sufficient to help meet Oxford's needs. The rate of potential economic growth in Oxfordshire, Oxford's own growth needs, and the continuing need to respond to what is often described as a housing crisis, means that a new dimension to the Cherwell growth strategy is required.

DRAFT

The Oxford Context

Oxford's planning challenge

3.32 Oxford is a world renowned university city. It is the only city in Oxfordshire; a driver of the county economy with a regional shopping centre. Oxford receives 9.3 million tourists every year (Oxford Core Strategy 2026, adopted 2011).

3.33 The city has an historic core and employment centres focused on the city centre, Cowley and Headington (see figure 2). Its parks and nature conservation areas (including a European Union protected Special Area of Conservation (SAC) and several Sites of Special Scientific Interest or 'SSSIs') create pockets and corridors of green space within the city boundary.

3.34 The Oxford Green Belt has a tight inner boundary round the built-up area of the city and extends outwards for about 6.5 to 10 km into each of Oxford's neighbouring districts. Although it contains or surrounds other smaller settlements, 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 in addition to the floodplain and sensitive ecological and historic areas.

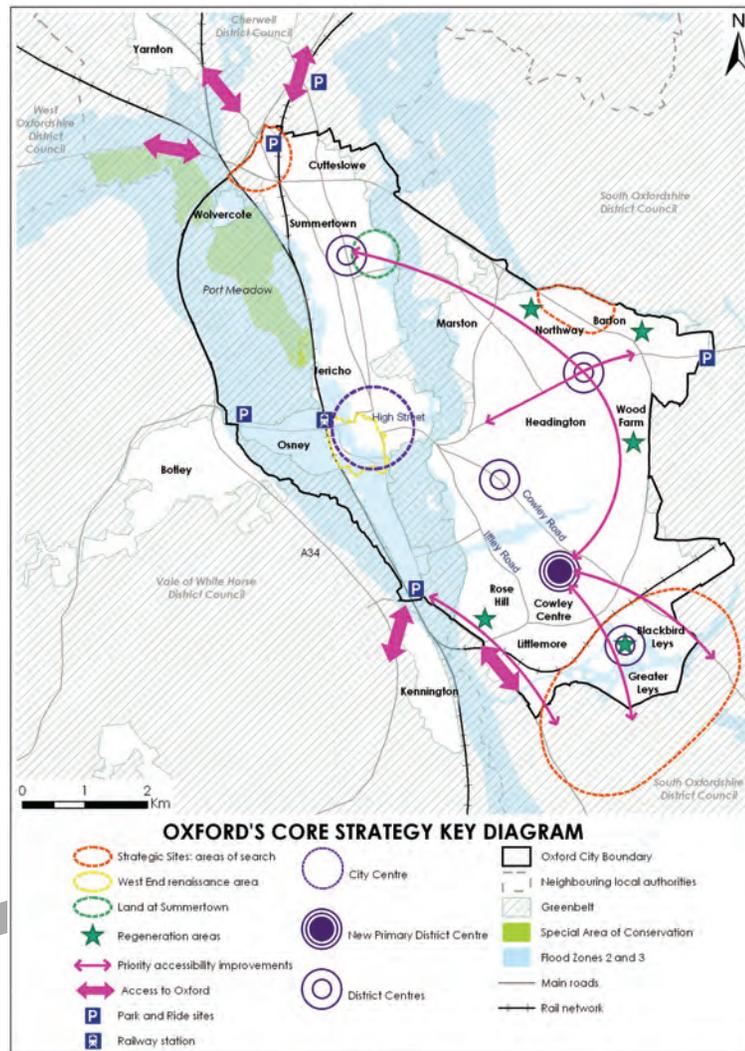
3.35 One of the City Council's key objectives is ensuring a balanced housing supply. Its 'issues and challenges' from a planning perspective include:

1. development pressures
2. the huge demand for market housing
3. the pressing need for affordable housing
4. the need to support its key employment sectors
5. development constraints and the scarcity of and competition for land.

Oxford Core Strategy 2026

'Oxford has a major housing shortage, and a key priority will be to provide more affordable and family homes. We want to establish mixed communities to help create a sense of place and build local identities. Much of the new housing will be on infill sites throughout the city, but strategic sites at Barton and in the West End will contribute significantly. Good housing will improve our social, environmental and economic well-being, and through good design it will reduce our carbon footprint.'

Figure 2: Oxford City Council Core Strategy Key Diagram, 2011 (Reproduced with the permission of Oxford City Council)



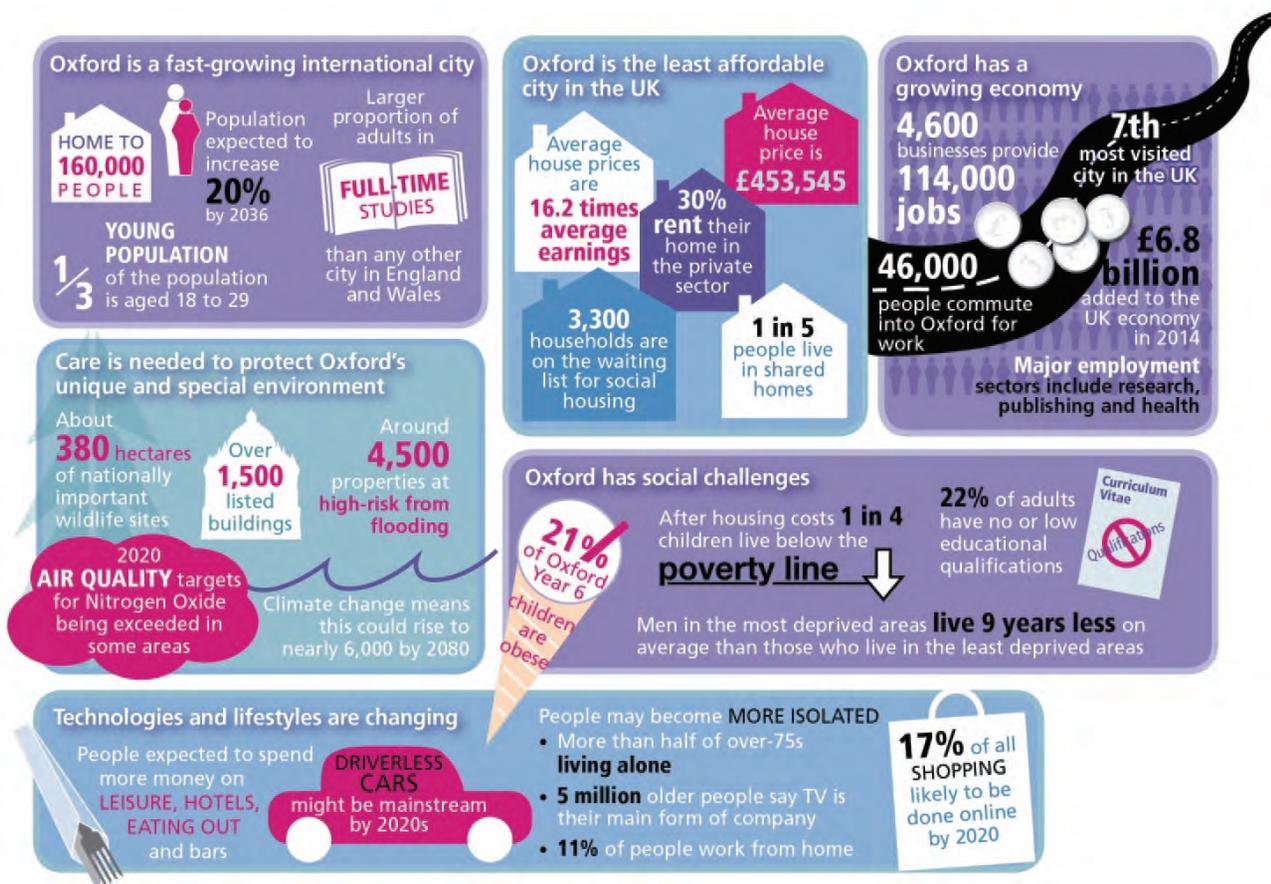
3.36 Oxford's existing development strategy seeks to:

1. ensure that new developments are in accessible locations so as to minimise overall travel demand
2. maximise the reuse of previously developed land and make full and efficient use of all land
3. ensure an appropriate balance of housing and employment growth in the context of other competing land uses.

3.37 The development site at Oxford that has the most direct relationship with Cherwell is known as the Northern Gateway, located next to the Peartree interchange. An Area Action Plan adopted by the City Council provides for 90,000 sqm of development for employment purposes linked to the 'knowledge economy', with 500 dwellings, local retailing, and a hotel. An urban extension is under construction at Barton, at the northern edge of Oxford. Within the city centre, redevelopment of the Westgate Shopping Centre is at an advanced stage. Oxford's key sites are shown on figure 2.

3.38 The City Council is preparing a new Local Plan for Oxford. A consultation document published in 2016 highlighted some of the key issues that the city faces:

Figure 3: Oxford's Key Issues (reproduced with the permission of Oxford City Council) Oxford City Council First Steps Consultation Booklet, 2016



3.39 The Oxfordshire Strategic Housing Market Assessment 2014 (SHMA) highlighted key housing issues and characteristics that have been relevant in preparing the Partial Review. They include:

1. housing market values are higher in Oxford compared to the rest of the Oxfordshire housing market area
2. the strongest demand pressures in Oxfordshire are at Oxford
3. almost half of households in Oxford rent - a very significant level reflecting in part the size of the student rental market and the number of young working households
4. the housing mix in Oxford differs markedly from other areas: it is focused towards higher density development and typically smaller homes
5. from 2001-2011, Oxford's population grew by 13%, compared to 8% in Cherwell and Oxfordshire

6. overcrowding is at 6.2% in Oxford compared to the national average of 4.8%. This reflects a younger population structure, multi-occupancy lettings, smaller properties and higher housing costs
7. Oxford has a greater need for smaller homes in comparison to the rural districts - an estimated need for approximately 36% of market housing to be one and two-bedroomed properties which rises to 62% for affordable housing (affordable housing is defined in national policy as being '*Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market...*')
8. detached housing in Oxford makes up a low proportion of stock (9%)
9. Oxford's population is notably more ethnically diverse than the rest of Oxfordshire and the South East
10. Oxford has the highest percentage of households in unsuitable housing in Oxfordshire (4.6%)
11. the net need for affordable housing in Oxford is significantly higher than in the rest of the county
12. only 19.2% of Oxford's population is aged 55 and over (27% or above in the other districts)
13. there is a significantly lower level of projected need for specialist housing for older people in Oxford than in Cherwell.

Oxford's Housing Strategy

3.40 Oxford's acute housing shortage and affordability problems are considered in the City Council's Housing Strategy (2015-2018). The strategy takes account of the SHMA and includes the following priorities:

1. increase the supply of, and improve access to, affordable housing
2. meet the housing needs of vulnerable groups
3. support the growth of a balanced housing market
4. support sustainable communities.

3.41 The Housing Strategy has an action plan which includes working with Registered Providers of affordable housing and others to bring forward development schemes to address shortfalls in housing delivery.

3.42 It refers to owner occupation levels dropping over the previous 10 years and an 'explosion' in the private rented sector which now represents 28% of Oxford's total housing market. It describes the difficulty of affordable access to housing within Oxford and of achieving balanced housing markets.

3.43 The Strategy highlights that the City Council's existing planning policy requires 50% of all new housing to be delivered as 'affordable homes' - 20% of which as 'intermediate' tenure such as shared ownership (its Supplementary Planning Document on Affordable Housing and Planning Obligations provides further planning guidance).

3.44 It considers that traditional shared ownership may be unaffordable for a large number of the households unable to compete in the housing market, the need for careful examination of possible alternative housing models, such as rent to buy or community based housing, and whether measures to provide options for key workers could be supported.

Transport connectivity with Cherwell

3.45 Oxford and Cherwell are connected by the A4165 (Oxford/Banbury Road) and the A44 (Woodstock Road).

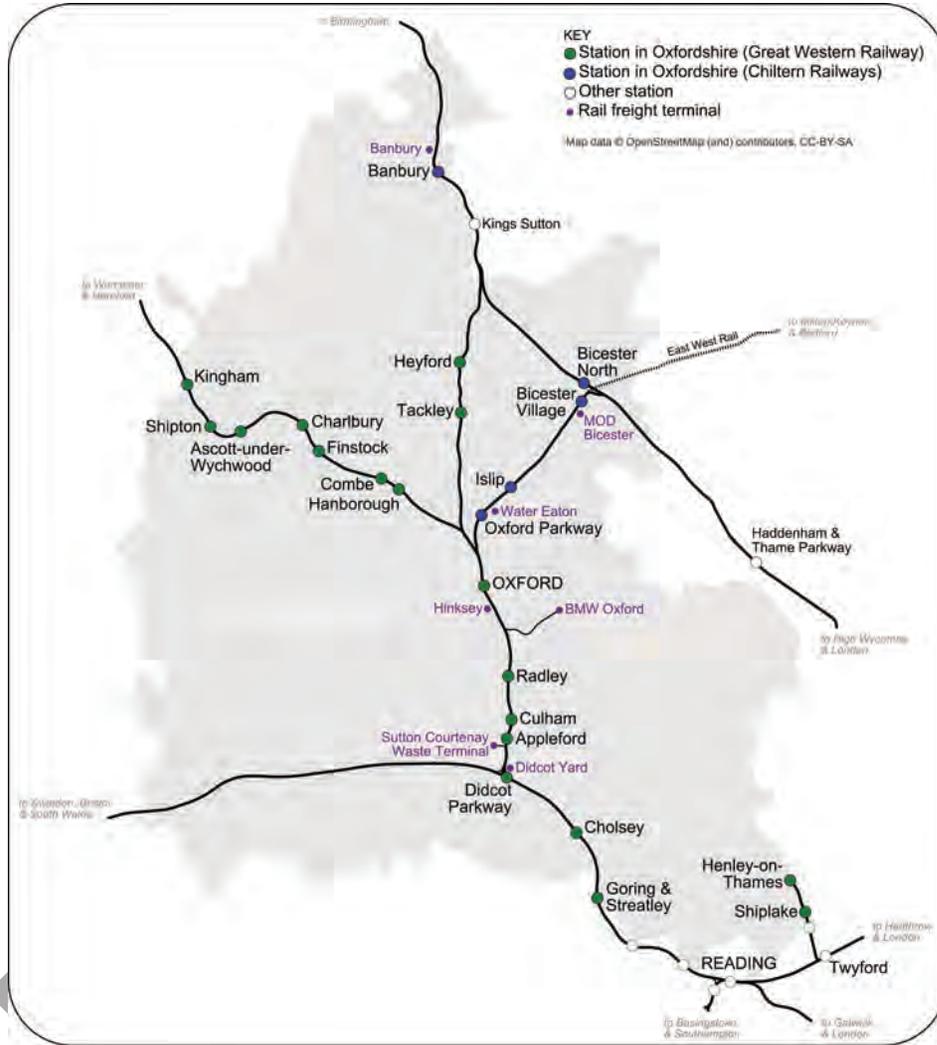
3.46 The A4165 connects Kidlington to the Cutteslowe area of Oxford, crossing the A34 and passing the Oxford Parkway Railway Station and Water Eaton Park and Ride facility. The road becomes the A4260 at the Kidlington roundabout, passes through the centre of Kidlington and continues on through Cherwell to Banbury. The A44 connects Woodstock (in West Oxfordshire) to the Wolvercote area of Oxford, passing the western edge of Kidlington, Begbroke, Yarnton and the Peartree Park and Ride facility.

3.47 Oxford city centre, its northern neighbourhoods and the city's northern and western by-passes can be accessed from each route. The A44 is also used as a north/south route to Oxford via the A4095 (Upper Campsfield Road) which connects the A4260 (north of Kidlington) to the A44 at Woodstock. The route avoids the centre of Kidlington and provides more direct access to Oxford's western by-pass and the A34.

3.48 The A34 connects north and south Oxfordshire via north Oxford and south Cherwell to the motorway network at junction 9 of the M40.

3.49 Three railway lines connect Oxford to Cherwell – the Oxford to Bicester line passing through Oxford Parkway and Islip, the London-Oxford-Birmingham mainline which passes between Kidlington and Yarnton and on to Banbury, and the Cotswold line from Oxford to Worcester with a station at Hanborough in West Oxfordshire to the south west of Woodstock and close to the Cherwell border.

Figure 4: Oxfordshire Rail Network Local Transport Plan, 2016, reproduced with the permission of Oxfordshire County Council



3.50 Existing bus services operating between south Cherwell and Oxford include the S3 to Woodstock and S4 to Banbury and Kidlington. Oxford has a network of commercial bus services, including regular services from the city centre to the Park and Ride sites and the new Oxford Parkway Railway Station. Most radial routes have stretches of bus lane but these are not continuous. A Quality Bus Partnership has led to a joint smartcard ticketing arrangement and the consolidation of services on larger vehicles. The use of electric-hybrid buses has been established and is encouraged by Oxford’s ‘Low Emission Zone’ in the city centre.

3.51 National Cycle Route 5 links Woodstock to Oxford mostly along a segregated route alongside the western side of the A44. It passes the airport, Langford Lane (Kidlington), Begbroke and Yarnton before crossing the A40 and A34 into Oxford. National Cycle Route 51 connects the centre of Kidlington to Oxford, through the built-up area of the village and crossing the A4260 and A34 next to Oxford Parkway.

3.52 The Oxford Canal and River Cherwell connect Oxford and Cherwell. The river flows to the north-east of Kidlington. The canal with its towpath adjoins the western edge of the built-up area of Kidlington. The canal provides a direct route into central Oxford from Kidlington.

3.53 There is also some shared footway / cycleway links along main corridors such as A44 and A4260 but no provision in other areas such as along the A34.

Figure 5: Oxford / South Cherwell Cycle Network Local Transport Plan, 2016, (reproduced with the permission of Oxfordshire County Council)



Oxford Transport Strategy

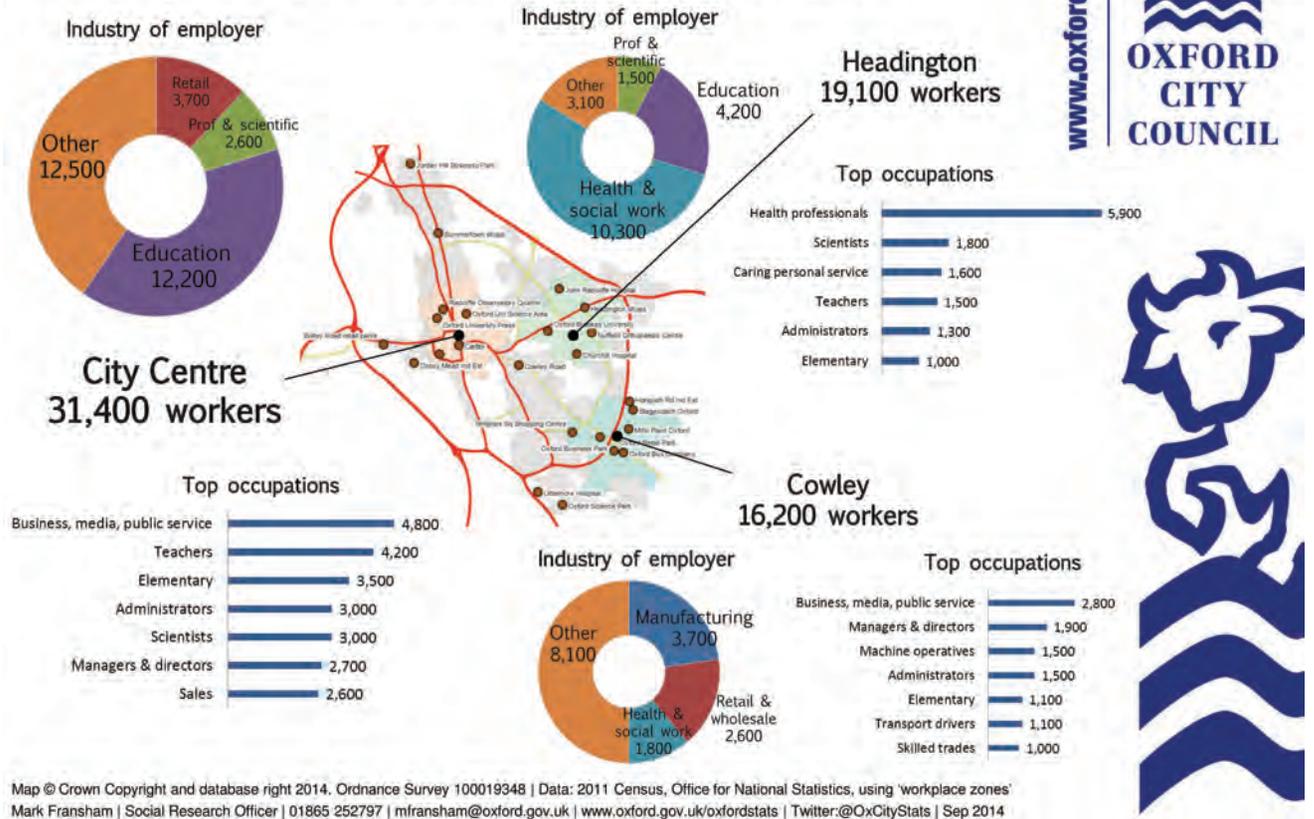
3.54 The County Council as Highway Authority has a responsibility for producing a Local Transport Plan (LTP) for Oxfordshire within which are a number of Area Strategies.

3.55 One of the main aims of the Local Transport Plan remains 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.

Figure 6: Oxford's Employment Areas (Reproduced with permission of Oxford City Council)

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.



3.56 In addition to developing route strategies for the A40 and A34 which affect both Cherwell and Oxford, the Local Transport Plan includes an 'Oxford Transport Strategy' (OTS) which identifies the current and future challenges for transport in the city and sets out a strategy based on a combination of infrastructure projects and supporting measures to enable economic and housing growth. The strategy includes a focus on north Oxford, including Cutteslowe and Wolvercote, and major corridors into Oxford from the area north of the outer ring road.

The Highway Authority's Vision for Oxford

By 2035 Oxford will have a progressive transport network, providing reliable and sustainable methods of movement, enabling growth and comprehensively linking all communities. This network will support:

- a thriving knowledge-based economy, by enabling businesses to draw on a wide pool of talented people, innovate and collectively grow through strong connections and interactions and trade within global markets;

- an enviable quality of life for Oxford's people, by providing safe, inclusive, healthy and convenient travel choices providing access for all to employment, services, retail and leisure opportunities; and
- Oxford as a city which best promotes its outstanding heritage through an attractive and vibrant public realm which offers a highly attractive environment to live and work and a visitor experience of global renown.

The Highway Authority's Objectives for Oxford

- Support the growth of Oxford's economy by providing access to appropriately skilled employees and key markets
- Ensure business sectors are well connected to each other and are provided with effective and reliable access to strategic networks
- Provide effective travel choices for all movements into and within the city
- To support the transition to a low carbon future
- Promote modes of travel and behaviours which minimise traffic and congestion
- Focus development in locations which minimise the need to travel and encourage trips by sustainable transport choices
- Provide a fully accessible transport network which meets the needs of all users
- Provide an accessible city centre which offers a world class visitor experience
- Tackle the causes of transport-related noise and poor air quality within the city by encouraging and enabling cycling, walking and door-to-door travel.

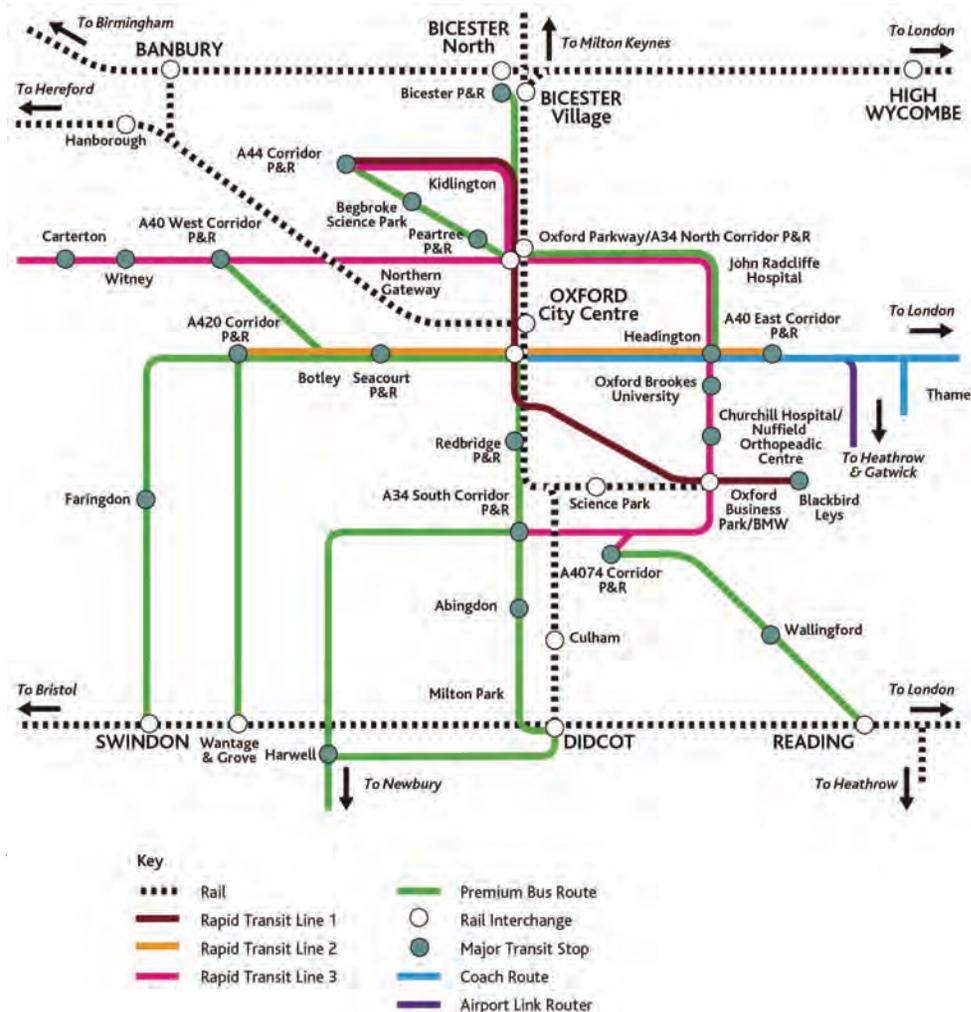
3.57 The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. The Strategy is supported by the Active and Healthy Travel Strategy and Oxfordshire County Council Cycling and Walking Design Guides. Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.

3.58 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...*'

3.59 Three RT lines have been identified 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 operation of the A34 and other road intersects. The OTS 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.

Figure 7: Oxford Transport Strategy - Rapid Transport Routes Local Transport Plan 2016, (reproduced with permission of Oxfordshire County Council)



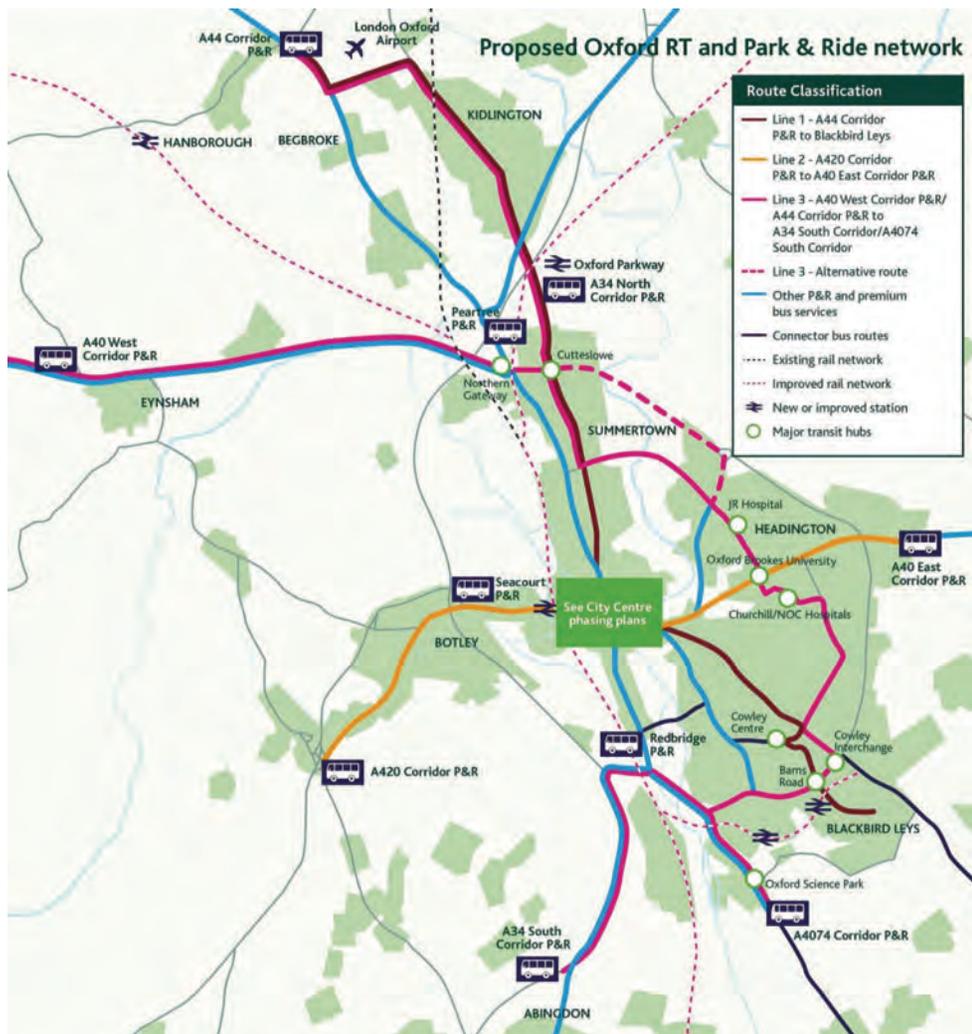
3.60 The County Council has undertaken a study to understand the Park and Ride options. New sites are expected to be particularly important in providing attractive points for drivers to transfer from their cars to mass transit services across the city: either making use of direct services or being able to seamlessly transfer between services at key interchanges across the network.

3.61 The County Council states that in order to build upon the success of Park & Ride, attract new users and cater for the new demand generated by growth, the new sites will provide almost double the existing capacity. This increased capacity is considered to be essential as more of Oxford’s visitors and workforce originate from outside the city.

3.62 Facilities at the Park & Ride sites are expected by the County Council to fulfil the criteria required at high-quality interchange hubs with significant provision for those wishing to cycle for part of the journey.

3.63 The Oxford Transport Strategy indicates the development of a new Park and Ride next to the A44/Woodstock roundabout. An extension to the Water Eaton Park and Ride next to Oxford Parkway Railway Station is also being considered. The future of other existing Park and Rides is also being considered in the context of potential new sites further away from the city boundary.

Figure 8: Proposed Oxford Rapid Transit and Park and Ride Network Local Transport Plan 2016, (reproduced with the permission of Oxfordshire County Council)



DRAFT

The Wider Context

West Oxfordshire

3.64 The challenges of growth affect other areas nearby. West Oxfordshire shares a border with Cherwell at the edge Woodstock on the A44, immediately north of London-Oxford Airport and next to the Blenheim Palace World Heritage Site. The border is approximately 7km from Cherwell's border with Oxford.

3.65 West Oxfordshire's existing Local Plan (2011) has focused the majority of new house building at Witney and four of its largest towns and key service centres - Carterton, Chipping Norton, Eynsham and Woodstock.

3.66 Woodstock is a focus for growth in West Oxfordshire's adopted Local Plan. The Plan includes more extensive growth at Witney and Chipping Norton, growth at Carterton comparable to that at Woodstock and less significant growth in the Burford-Charlbury Area. Larger strategic development is planned at Eynsham on the A40 to the west of Oxford, the majority of which is intended to address West Oxfordshire's contribution (2750 homes) to Oxford's unmet housing need. Oxfordshire's Local Transport Plan (LTP4): A40 Strategy proposes a new link road in Cherwell between the A40 and the A44 to improve access from West Oxfordshire to the A44 and A34.

Oxford-Milton Keynes- Cambridge corridor

3.67 The Oxford-Milton Keynes-Cambridge corridor has for some years been the subject of consideration through the development of East-West Rail. The first stage of East-West Rail (Oxford to Bicester and Marylebone) has been completed and includes the construction of the Oxford Parkway Railway Station to the south of Kidlington next to the long-established Water Eaton Park and Ride and resulting in more frequent services in and out of Oxford. The final route is expected to open new links from Oxford and Oxford Parkway to Milton Keynes and Bedford by 2019 and onto Cambridge in due course.

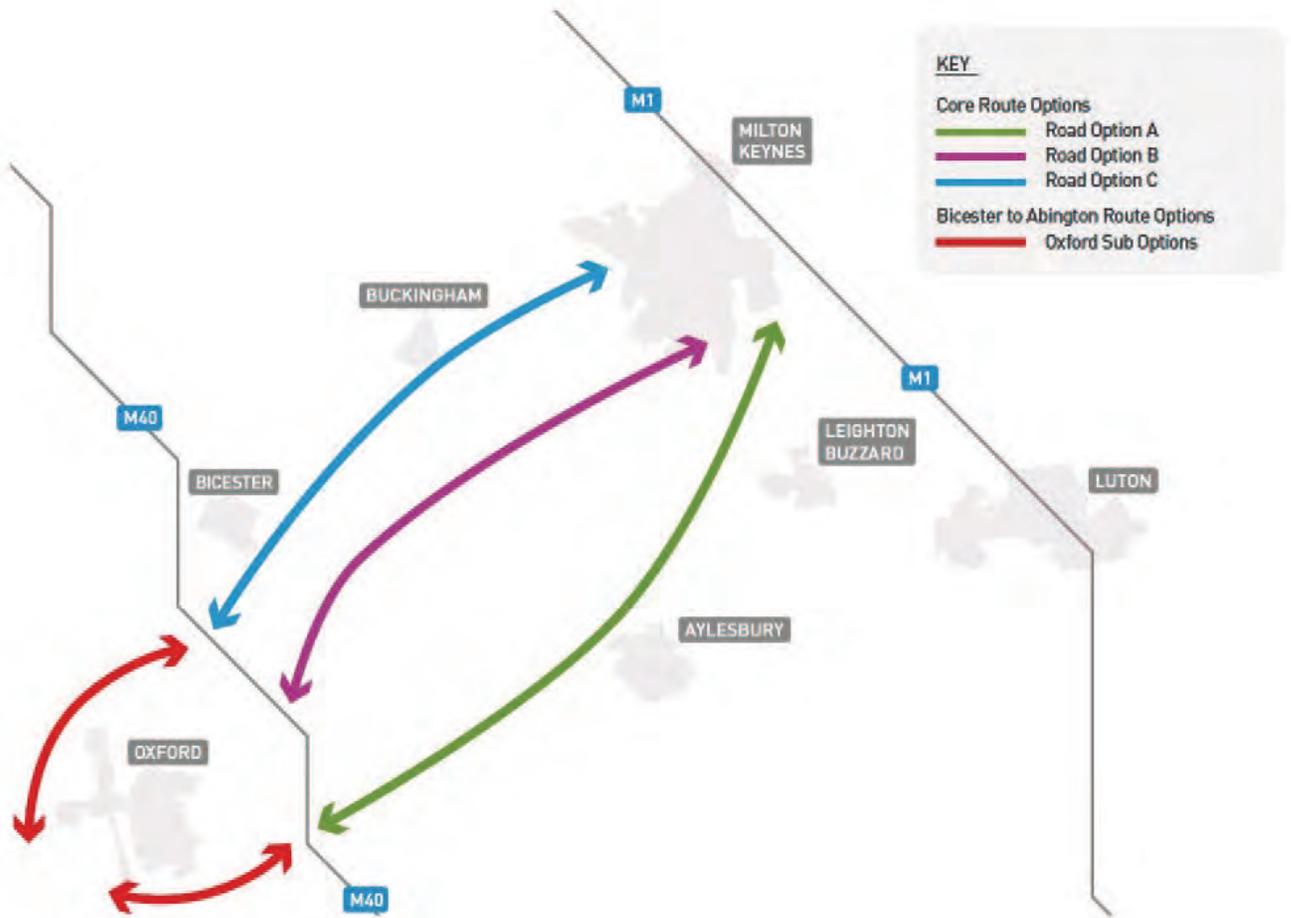
3.68 The need to invest in the A34 trunk road has been recognised in recent Government transport policy and funding announcements. These include Route Based Strategies from Highways England and the Road Improvement Strategy (RIS).

3.69 More recently, the National Infrastructure Commission (NIC), the Department for Transport (DfT) and Highways England have examined in more detail the effect of poor east-west connectivity as a major barrier to housing and economic growth as part of the Oxford to Cambridge Expressway Strategic Study Stage 3 Report published in November 2016 by DfT and Highways England.

3.70 In 2016, in the Autumn Budget Statement, the Government announced a commitment and support to deliver a new Oxford to Cambridge 'Expressway' including development funding for the evaluation of route options.

3.71 The Department for Transport (DfT) published a study on the proposed scheme, which set out three shortlisted route options for an Expressway, as well as sub-options to route around Oxford.

Figure 9: Oxford to Cambridge Expressway - Route Options (Strategic Study Stage 3 Report, DfT/HE (2016))



3.72 Regardless of the option chosen, it is expected that an Oxford to Cambridge Expressway would help address constraints along the A34, a key strategic route connecting Oxfordshire with the south of the country and the wider Strategic Road Network.

3.73 A National Infrastructure Commission (NIC) report on the Cambridge-Milton Keynes-Oxford Arc was published in November 2017 including recommendations to the Government linking east-west transport improvements with wider growth and investment opportunities along this corridor.

Aylesbury Vale

3.74 Aylesbury Vale adjoins Cherwell to the south east and Oxford to the north east and is located in the Oxford to Cambridge corridor. Aylesbury town connects to Oxford along the A418/A40 (41 km) and to Bicester via the A41 (29 km).

3.75 The completion of East West Rail Phase 2 will improve its public transport accessibility connecting Aylesbury to Oxford, Bicester and Milton Keynes by 2020.

3.76 Approximately 30,000 homes are being planned in Aylesbury Vale for the period to 2033. The focus of the growth will be at Aylesbury which has recently been granted Garden Town status.

3.77 The draft Plan seeks stronger public transport links to Milton Keynes, Oxford and the Thames Valley. This is likely to be helped by planned rail investment and potential investment as part of the Oxford to Cambridge corridor.

DRAFT

DRAFT

A Vision for Meeting Oxford's Unmet Housing Needs

4.1 The key issues and context, the evidence we have gathered and the consultation feedback we have received, have shaped our vision for how the Council will seek to meet Oxford's unmet housing needs. The vision responds to the specific needs and growth of Oxford, the relationship between housing and employment and the importance of building sustainable communities that are well related to Oxford.

Vision for Meeting Oxford's Unmet Housing Needs in Cherwell

To provide new development that meets Oxford's agreed, identified housing needs, supports the city's world-class economy, universities and its local employment base, and ensures that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation, and to its services and facilities. This development will be provided so that it:

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

Our Objectives for Achieving the Vision

4.2 The existing Cherwell Local Plan (2015) provides fifteen strategic objectives for Cherwell (SO1 to SO15) in the interest of developing a sustainable local economy, for building sustainable communities and for ensuring sustainable development. Although tailored to meeting Cherwell's needs, all of the objectives remain relevant in planning for the additional housing. However, there are a number of particular relevance in planning for Oxford's housing needs within Cherwell:

Key Objectives from the existing Local Plan (2015)

SO6 - To accommodate new development so that it maintains or enhances the local identity of Cherwell's settlements and the functions they perform.

SO8 – To improve the affordability of housing in Cherwell and to provide social rented and intermediate housing to meet identified needs whilst ensuring the viability of housing development and a reliable supply of new homes.

SO10 - To provide sufficient accessible, good quality services, facilities and infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs; reducing social exclusion and poverty , addressing inequalities in health and maximising well-being.

SO11 – To incorporate the principles of sustainable development in mitigating and adapting to climate change impacts including increasing local resource efficiency (particular water efficiency), minimising carbon emissions, promoting decentralised and renewable or low carbon energy where appropriate and ensuring that the risk of flooding is not increased.

SO12 – To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.

SO13 – To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.

SO14 – To create more sustainable communities by providing high-quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work which contribute to the well-being of residents.

SO15 – To protect and enhance the historic and natural environment and Cherwell's core assets, including protecting and enhancing cultural heritage assets and archaeology, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas.

4.3 In developing the Partial Review, we consulted on additional objectives to specifically achieve the vision for accommodating development for Oxford. Our final objectives take into account the feedback we received and our evidence base.

Strategic Objectives in Meeting Oxford's Unmet Housing Needs**Strategic Objective SO16**

To work with Oxford City Council and Oxfordshire County Council, and other neighbouring authorities as required, in delivering Cherwell's contribution to meeting Oxford's unmet housing needs with its required infrastructure by 2031.

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.

Strategic Objective SO18

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

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.

A Spatial Strategy for North Oxford, Kidlington and the A44 Corridor

Our core principles for delivering the vision and objectives

5.1 Our development strategy to meet the vision and objectives is based on a coherent, holistic, and joined-up approach which prioritises the need for development to be well connected to Oxford, to be related to the area of the district that has the strongest economic and social relationships with Oxford, which is fully integrated with the County Council's sustainable transport policies, which seeks to grasp the opportunities for distinctive place-shaping and to provide a consolidated approach to green infrastructure and for the achievement of net gains in biodiversity.

5.2 Our strategy is part of a wider economic context. Oxfordshire's Strategic Economic Plan (2016) highlights the county's important strategic location in relation to London, Heathrow Airport and as part of the UK's 'Golden Triangle' between Oxford, London and Cambridge. It highlights the economic potential of the Oxford - Milton Keynes – Cambridge corridor, a focus of work undertaken by the National Infrastructure Commission.

5.3 Oxford's importance as a key economic driver directly influences the rest of Oxfordshire; particularly where, as in Cherwell's case, there are significant, shared economic assets at the interface between the city and the districts or along main transportation corridors.

5.4 Oxford's Northern Gateway site on the border with Cherwell will be a key growth area. Within Cherwell, the new Oxford Parkway Railway Station, Oxford University's Begbroke Science Park, London-Oxford Airport and the commercial area at Langford Lane, Kidlington have clear relationships with economic growth of Oxford. Our strategy builds on these relationships.

5.5 The County Council's sustainable transport strategy for Oxford is part of the same context. It seeks to support the growth of the Oxford economy and ensure that business sectors are well connected to each other and are provided with effective travel choices for all movements into and within the city (see section 3). In accordance with the strategy we are seeking to focus development in locations which minimise the need to travel and encourage trips by sustainable modes of transport.

5.6 We are seeking to benefit from and to help deliver the County Council's rapid transit proposals, to take advantage of the new Oxford Parkway Railway Station, to complement the proposal for a new Oxford Park and Ride facility off the Woodstock/Bladon/A44 roundabout, to capitalise on the provision of improved cycle routes into Oxford and help deliver a significant increase in the proportion of people accessing Oxford by non-car modes of transport.

5.7 Our strategy strives to assist the County Council in meeting its vision for Oxford to '*... have a progressive transport network, providing reliable and sustainable methods of movement, enabling growth and comprehensively linking all communities.*' In doing so, we are also seeking to improve connectivity between existing communities - to provide new walking, cycling and wheelchair routes between Begbroke, Yarnton and Kidlington, the need for which was highlighted in the Kidlington Framework Masterplan. The County Council's proposals in the A44/A4260 Corridor Study for improved traffic management and public transport prioritisation through Kidlington also presents wider opportunities for improving the built-up environment of Kidlington.

5.8 Our strategy also seeks to make more of the ‘natural’ environment in planning for new development through the protection and enhancement of existing ‘green’ assets and the water environment but also to make green infrastructure and biodiversity core principles central in how we plan for new development, connect new places and in the layout and appearance of the new buildings and spaces.

5.9 We are seeking to improve access to the countryside, to provide new opportunities for nature conservation and enhancement, to respond to the historic context and to improve provision for outdoor sport and recreation. We have used our evidence base to do this and have been assisted by parallel projects such as the Oxfordshire Historic Landscape Characterisation Study, the Oxford Canal Conservation Area Appraisal and the Kidlington Framework Masterplan.

5.10 Our strategy for meeting Oxford's unmet needs seeks to avoid undermining the strategy of the existing Local Plan (2015) and the delivery of planned growth at Bicester, Banbury and Former RAF Upper Heyford.

5.11 The existing Plan provides for extensive residential and employment growth at Bicester and Banbury which will take to 2031 to deliver. Former RAF Upper Heyford, a conservation area, is being developed as a new settlement involving three times the level of growth originally envisaged. This will also take to 2031 to deliver. The existing Local Plan also responds to relatively high levels of growth in rural areas with a housing distribution that seeks to retain an urban focus.

5.12 We do not consider that the same strategy will deliver the vision for Oxford's needs, nor that this could be achieved without putting at risk the delivery by 2031 of the growth for Cherwell's needs already committed to, or without adversely affecting the planned balance between homes, jobs and infrastructure.

5.13 Instead, our new strategy is Oxford specific; to provide homes where people can most readily connect to Oxford and sustainably access the city's employment areas, its universities and its services and facilities.

Our policies for delivering the vision and objectives

5.14 Our strategy for delivering the additional growth for Oxford incorporates these principles. It comprises a collection of policies which will be used in working cooperatively with key partners, in helping to shape specific proposals, in considering applications for planning permission and in ensuring that delivery is secured in accordance with this Partial Review.

5.15 We set our policies out below. In summary they seek to achieve the following:

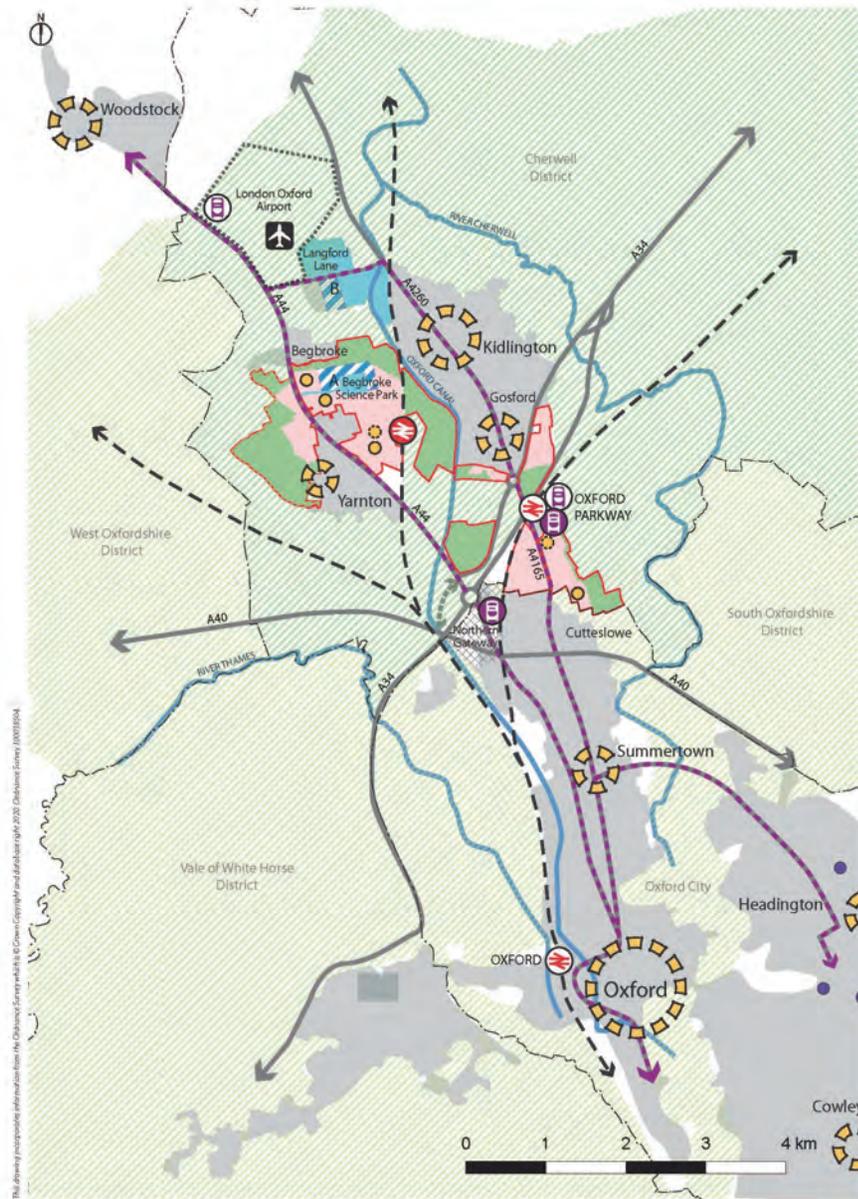
1. deliver the required homes for Oxford by 2031 in a form that achieve sustainable development (policy PR1)
2. deliver a mix, tenure and size of homes that responds to identified needs (policy PR2)
3. exceptionally allow for development in the Green Belt having considered all other reasonable options and the vision and objectives we need to achieve (policy PR3)

4. seek to maximise the opportunity for affordable and sustainable transportation from development areas to Oxford's key employment areas, services and facilities (policy PR4a)
5. seek to use the advantage of sustainable transport opportunities to help strengthen Kidlington centre in accordance with the existing Local Plan (2015) and the Kidlington Framework Masterplan (policy PR4b – Kidlington Centre)
6. seek to provide a consolidated and integrated approach to the provision of green infrastructure alongside new development, particularly within the Green Belt (policy PR5)
7. the delivery of strategic development sites that best achieve our vision and objectives and the achievement of sustainable development in the Oxfordshire, Cherwell, Oxford and wider context. The sites are:

Table 4

Area	Policy / Site	No. Of Homes
North Oxford	Policy PR6a - Land East of Oxford Road	690
	Policy PR6b - Land West of Oxford Road	670
	Policy PR6c - Land at Frieze Farm (reserved site for replacement Golf Course)	-
Kidlington	Policy PR7a - Land South East of Kidlington	430
	Policy PR7b - Land at Stratfield Farm	120
Begbroke	Policy PR8 - Land East of the A44	1950
Yarnton	Policy PR9 - Land West of Yarnton	540
Total		4400

Figure 10: Spatial Strategy - Key Diagram



Key Diagram - For Illustrative Purposes Only



5.16 Figure 10 illustrates our strategy for accommodating growth for Oxford. It shows the geographic relationship between Cherwell, Oxford and West Oxfordshire and specifically the proximity of north Oxford with Kidlington, Yarnton and Begbroke along the A44 corridor. Key economic drivers, transport connections and environmental assets are shown and the diagram illustrates how the principles which support the strategy underpin the development sites we have identified. Our statutory policies maps provide a more detailed illustration of the specific requirements for each development site.

The exceptional circumstances for the removal of land from the Oxford Green Belt

5.17 All of the sites we have identified lie within the Oxford Green Belt. We consider that there are exceptional circumstances for the removal of these sites (either in full or in part) from the Green Belt. These are:

1. the urgent and pressing need to provide homes for Oxford including the exceptionally high need for affordable homes
2. the clear inability for Oxford City Council to fully meet its own housing needs
3. that the consideration of all other reasonable options did not suggest that a sustainable, deliverable alternative could be provided without unacceptable harm to the existing Cherwell development strategy
4. the immediate relationship of the north Oxford and south-east Kidlington area to the existing built-up area of Oxford, the allocated strategic development area of Northern Gateway and the new Oxford Parkway railway station / park and ride interchange
5. the clear economic and social relationships that exist between Oxford and Cherwell's local communities at Begbroke, Yarnton, Kidlington and at Gosford and Water Eaton, and the clear potential to develop these relationships
6. the significance of the north Oxford - A44 Oxford to Woodstock corridor to the economic forecasting work which informed the countywide assessment of housing need including the Oxford's Northern Gateway site, the University of Oxford's Begbroke Science Park, London-Oxford Airport and the Langford Lane area of Kidlington
7. the unique place shaping potential for the area of land next to the University of Oxford's Begbroke Science Park; land situated next to Yarnton and Begbroke village and close to Kidlington. The Begbroke Science Park is a facility of international significance and is of great importance to the local and Oxfordshire economy. Its location close to Oxford and Kidlington and next to the Oxford Canal and railway provide for an exceptional opportunity to meet Oxford's needs in parallel with the expansion of the Science Park
8. the improvement of transport infrastructure in the north Oxford /A44 corridor area
9. the strengthening of Kidlington village centre related to sustainable transport improvements including access to employment areas and the appearance of the built environment/public realm

10. the opportunity to provide improvements to the quantity and quality of new public open space and green infrastructure, access to the countryside; and, the provision of additional facilities that will benefit Kidlington, Gosford, Begbroke and Yarnton

11. the ability to create a sustainable, holistic, joined-up vision for the whole of the north Oxford /Kidlington/A44 corridor area.

5.18 Land at Frieze Farm is to remain in the Green Belt as we consider that its possible use as a replacement Golf Course would be compatible with the purposes of Green Belts.

DRAFT

DRAFT

Achieving Sustainable Development for Oxford's Needs

5.19 There is a pressing need to deliver 4,400 homes to help Oxford meet its housing needs. In doing so we need to work closely with key partners to ensure effective and timely delivery. To deliver sustainable development, proposals will need to accord with the Partial Review's vision, objectives and policies, must be tailored to meet Oxford's needs but must appropriately respond to the Cherwell context.

5.20 Development must not adversely affect delivery of the strategy for meeting Cherwell's needs in the existing Local Plan (2015). Furthermore, proposals will need to comply with relevant existing policies including for transport (policy SLE4) community facilities and well-being (policies BSC7 to BSC12 of the existing Local Plan); for the built, natural and historic environment (policies ESD1 to ESD 13 and Policies ESD15 to 17); and, for Kidlington (policies Kidlington 1 and 2).

Policy PRI: Achieving Sustainable Development for Oxford's Needs

Cherwell District Council will work with Oxford City Council, Oxfordshire County Council, and the developers of allocated sites to deliver:

- (a) 4,400 homes to help meet Oxford's unmet housing needs and necessary supporting infrastructure by 2031.**
- (b) the Vision, Objectives and Policies set out in this Partial Review of the Local Plan.**

Development proposals to meet Oxford's needs will be supported if they:

- (1) Accord with the Vision, Objectives and Policies of this Partial Review,**
- (2) Comply with other material Development Plan policies, and**
- (3) If it is demonstrated that they will achieve sustainable development.**

For the purpose of the Partial Review, the definition of sustainable development includes development that meets Oxford's housing needs and does not cause harm to the delivery of the Cherwell Local Plan 2011-2031 (adopted July 2015).

DRAFT

Housing Mix, Tenure and Size

5.21 Oxford's Local Plan, its Housing Strategy and the Oxfordshire Strategic Housing Market Assessment (2014) describe the city's housing needs in detail.

5.22 High affordable housing needs have led to higher overall housing requirements for Oxford. Affordable housing, as defined by national policy, needs to be provided at an optimum level which responds both to the local level of need and the necessity of ensuring that development can be viably delivered.

5.23 As a focused Plan with a specific number of development sites, we have identified a specific affordable housing requirement (as a percentage of the total number of dwellings) for each site. The requirements are supported by a viability assessment of the Plan and we sought to meet Oxford's requirement for 50% of its housing to be provided as affordable homes (see site specific policies).

5.24 Because Oxford's affordable housing need is so high, we are prescribing the mix of housing sizes needed for the defined 'affordable' element of the new housing supply. We have based these on the affordable housing requirements for the Housing Market Area as specified in the SHMA 2014. We are also requiring a higher level of affordable rent/social rented accommodation (80% of the total affordable housing requirement) than Cherwell's 70% requirement.

5.25 The allocation of affordable housing to those in need is a matter of housing policy rather than planning policy. Allocations will be made in accordance with an approach to be agreed between Cherwell District and Oxford City Councils.

5.26 For market housing, it is important to respond to identified needs while recognising that an overall increase in supply will facilitate movement in the housing market and 'free up' housing stock within Oxford and that market conditions will fluctuate.

5.27 A more flexible approach is therefore provided for which will need to take into account the most up to date information on need and market conditions. The mix requirements for as defined by the SHMA 2014 for the Housing Market Area were 5% as one bed roomed houses, 25% two bed roomed houses, 45% as three bed roomed houses and 25% as four plus bed roomed houses.

5.28 The need for key worker housing has been highlighted in the analyses of Oxford's needs. The City Council's Sites and Housing Plan (2011-2016) states that it will "...agree to restrictions on the occupancy of any housing development meant for key workers, including for affordable homes, provided that the affordable homes still meet the definitions of affordable housing..."

5.29 The provision of both affordable and market housing will therefore be expected to include specific provision for key workers. The City Council's definition of a key worker as highlighted in its adopted Sites and Housing Plan⁽¹⁾ is provided below.

Oxford's Definition of a Key Worker

"...any person who is in paid employment solely within one or more of the following occupations:

- NHS: all clinical staff except doctors and dentists*
- Schools: qualified teachers in any Local Education Authority school or sixth form college, or any state-funded Academy or Free School; qualified nursery nurses in any Oxfordshire County Council nursery school*
- Universities and colleges: lecturers at further education colleges; lecturers, academic research staff and laboratory technicians at Oxford Brookes University or any college or faculty within the University of Oxford*
- Police & probation: police officers and community support officers; probation service officers (and other operational staff who work directly with offenders); prison officers including operational support*
- Local authorities & Government agencies: social workers; occupational therapists; educational psychologists; speech and language therapists; rehabilitation officers; planning officers; environmental health officers; Connexions personal advisors⁽²⁾; clinical staff; uniformed fire and rescue staff below principal level*
- Ministry of Defence: servicemen and servicewomen in the Navy, Army or Air Force; clinical staff (with the exception of doctors and dentists)."*

5.30 In the interest of meeting Oxford's identified, unmet housing need and the specific purpose of the Partial Review of the Cherwell Local Plan, only individual self-contained dwellings (use class C3) will be permitted.

5.31 Additionally, in the interest of responding to local housing need and the desire to both increase the variety of housing stock and to increase local employment and training opportunities, scope for community self-build and/or self-finish housing will be expected to be made.

² The national Connexions Service no longer exists. For the purpose of the Partial Review 'Connexions personal advisers' is replaced with 'Careers Advisers registered with the Careers Development Institute'

Policy PR2: Housing Mix, Tenure and Size

The strategic developments provided for under Policies PR6 to PR10 will be expected to meet the following requirements to help meet Oxford's housing needs:

- 1. All housing to be provided as self-contained dwellings (use class C3) only.**
- 2. Provision of 80% of the affordable housing (as defined by the NPPF) as affordable rent/social rented dwellings and 20% as other forms of intermediate affordable homes.**
- 3. Delivery of 25 to 30% of the affordable homes as one-bedroomed properties, 30 to 35% as two-bedroomed properties, 30 to 35% as three-bedroomed properties and 5 to 10% as four+ bedroomed properties unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council.**
- 4. Delivery of a mix of sizes of market homes to meet current and future needs and to create socially mixed and inclusive communities. The mix of housing is to be agreed with Cherwell District Council in consultation with Oxford City Council having regard to the most up-to-date evidence on Oxford's housing need and available evidence on local market conditions.**
- 5. Provision for key workers as part of both the affordable and market housing mix. The provision shall be made in accordance with Oxford City Council's definition of key workers unless otherwise agreed with Cherwell District Council in consultation with Oxford City Council.**
- 6. Provision of an opportunity for community self-build or self-finish housing to be agreed with Cherwell District in consultation with Oxford City Council.**

DRAFT

The Oxford Green Belt

5.32 Policy ESD14 of the existing Local Plan (2015) seeks to maintain the boundaries of the Oxford Green Belt in order to:

1. Preserve the special character and landscape setting of Oxford
2. Check the growth of Oxford and prevent ribbon development and urban sprawl
3. Prevent the coalescence of settlements
4. Assist in safeguarding the countryside from encroachment
5. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.33 The policy highlights that a small scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park will be undertaken as part of Local Plan Part 2 to accommodate high value employment needs as provided for by policy Kidlington 1 of the existing Local Plan (2015). A study has been produced which considers those employment needs and how parcels of land within the two areas of search contribute in meeting Green Belt purposes.

5.34 A separate Green Belt study has been prepared to consider how sites promoted for development within the Green Belt to meet Oxford's unmet housing needs performed in relation to Green Belt purposes.

5.35 As explained at (paragraph 5.17) we have concluded that there are exceptional circumstances (as required to be demonstrated by national policy) why we need to provide for development in the Green Belt to meet Oxford's unmet housing needs. We have also highlighted that the Planning Inspector who examined the existing Local Plan (2015) had anticipated that a Green Belt boundary review would be required (para. 1.20).

5.36 The results of the two Cherwell Green Belt studies, and a countywide study commissioned by the Oxfordshire Growth Board, have been considered in the interest of understanding the likely impact on the Green Belt of site options, in order to assist the selection of sites, in identifying necessary revisions to the Green Belt boundaries and in requiring developments to be provided in a form that minimises the impact on the Green Belt.

5.37 Policy PR3 seeks to modify the Green Belt boundaries in order to:

1. accommodate the planned development in this Partial Review of the Local Plan in the interest of meeting identified housing need and the achievement of sustainable development;
2. ensure that the Green Belt does not include land which it is unnecessary to keep permanently open
3. ensure that the Green Belt boundaries are clearly defined

4. ensure that the revised Green Belt boundaries are capable of permanently enduring beyond the plan period
5. safeguard land that may be required in the future at a non-strategic level.

5.38 The Oxford Green Belt in Cherwell presently comprises some 8409 hectares of land. Policy PR3 sets out the area of land for each strategic development site that we are removing from the Green Belt to accommodate residential and associated land uses to help meet Oxford's unmet housing needs. In total it comprises 275 hectares of land – a 3.3% reduction. Consequently, the total area of Cherwell that comprises Green Belt falls from 14.3% to 13.8%.

5.39 In making changes to the Green Belt we need to ensure that clear, permanent boundaries are re-established for the affected areas. This includes safeguarding any land for the future to avoid the need for further changes. All of the land that is being removed from the Green Belt is shown on the Green Belt Plan at Appendix 2. It includes land specifically allocated for residential and ancillary development and that removed to re-establishing permanent Green Belt boundaries. The policies maps show the revised boundaries. There are also a number of other consequential changes required which are explained below and shown on the site policies maps as PR3(a) to PR3(e):

PR3(a) – we are safeguarding this land beyond the Plan period. The triangle of land is situated to the south of the land allocated under policy PR8. In this location the railway line to the east of Yarnton forms a consistent and strong Green Belt boundary down to the A44. PR3(a) is safeguarded for future consideration as it will make little contribution to Green Belt purposes following the development of land east of the A44. The land is not required to meet Oxford's development needs within this Plan period.

PR3(b) – we are removing a small area of land from the Green Belt to the east of Yarnton adjacent to, and to the west of, the railway line. As a result of development to the east of the A44 (policy PR8), the railway line will become the consistent and strong Green Belt boundary at the eastern edge of the development site. There is no need for PR3(b) to be allocated, reserved or safeguarded for development.

PR3(c) – we are removing an area of land from the Green Belt to the south of the A34 to the west of the strategic development site allocated under policy 6b. Following the development of land to the north of Oxford and to the west of Oxford Road, the A34 will form the logical, permanent Green Belt boundary in this location. PR3(c) is not considered to be suitable for residential development but connectivity will be expected through the site to Oxford's Northern Gateway site to the south.

PR3(d) – we are removing the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride from the Green Belt. The development of land in north Oxford to the east of Oxford Road (policy PR6a) results in other land in this area being removed from the Green Belt. Again, the A34 to the north will form the logical, permanent boundary.

PR3(e) – we are removing land from the Green Belt to the north, east and west of Begbroke Science Park to ensure that a logical and permanent Green Belt boundary is established. This is in the context of, and in response to, development to the east of the A44 (policy PR8) and the conclusion of the Small Scale Green Belt Review which considers the high value employment needs at Kidlington-Begbroke. The potential extension of the

Science Park, provided for by Policy Kidlington 1 of the Local Plan, will be considered further in the next Local Plan. Policy PR8 seeks reservation of the land for the potential expansion of the Science Park.

5.40 We are also seeking to enhance the beneficial use of the Green Belt in planning for development through net gains in biodiversity by delivering publicly accessible open space, through the provision of sport and recreation facilities and with the use of green infrastructure. This will also help mitigate the impact of development, protect visual amenity and protect and enhance existing assets.

5.41 It is not the role of the Partial Review to determine whether a wider review of the Oxford Green Belt is required in relation to the future growth of Oxford beyond the plan period. The Oxfordshire Growth Board has agreed (April 2017) the principle of producing a Joint Oxfordshire Plan which would consider these longer term issues.

Policy PR3: The Oxford Green Belt

The Oxford Green Belt boundary in Cherwell District is revised as shown on the Policies Maps and on the Green Belt Plan at Appendix 2.

Within the allocated strategic development sites, the areas of land removed from the Green Belt are as follows:

Policy PR6a - removal of 32.1 hectares of land as shown on inset Policies Map PR6a

Policy PR6b - removal of 31.6 hectares of land as shown on inset Policies Map PR6b

Policy PR7a - removal of 21 hectares of land as shown on inset Policies Map PR7a

Policy PR7b - removal of 5 hectares of land as shown on inset Policies Map PR7b

Policy PR8 - removal of 111.8 hectares of land as shown on inset Policies Map PR8

Policy PR9 - removal of 27 hectares of land as shown on inset Policies Map PR9

In addition, the following land is removed from the Green Belt and safeguarded beyond the Plan period:

(a) 7.8 hectares of land east of the A44 and north-west of the railway line (to the south of the strategic development site allocated under policy PR8 as shown on inset Policies Map PR8).

The following land is removed from Green Belt:

(b) 0.7 hectares of land adjoining and to the west of the railway (to the east of the strategic development site allocated under policy PR8 as shown on the map at Appendix 2).

(c) 11.8 hectares of land south of the A34 and west of the railway line (to the west of the strategic development site allocated under policy PR6b as shown on the map at Appendix 2).

(d) 9.9 hectares of land comprising the existing Oxford Parkway Railway Station and the Water Eaton Park and Ride (as shown on the map at Appendix 2).

(e) 14.7 hectares of land to the north, east and west of Begbroke Science Park (as shown on the map at Appendix 2).

In order to compensate for loss of Green Belt land, development proposals on land to be removed from the Green Belt will be required to contribute to improvements to the environmental quality and accessibility of land remaining in the Green Belt, as detailed in the strategic site allocation policies.

DRAFT

Transport Infrastructure

5.42 Policy SLE4 of the existing Local Plan (2015) supports an overall strategy where growth is directed to the most sustainable locations in Cherwell, facilitates the use of sustainable modes of transport and encourages measures which help reduce greenhouse gas emissions.

5.43 The policy requires new development to provide contributions to mitigate transport impacts and favours the implementation of proposals in the Oxfordshire Local Transport Plan (LTP) which provides for the delivery of key transport infrastructure and increased use of sustainable transport.

5.44 The Partial Review locates growth close to Oxford to minimise the impact of vehicle trips on the road network. It focuses on improving non-car travel options, safety of movement and improved journey times for existing residents, key employment locations and new residents.

5.45 The road network around north Oxford suffers from high levels of traffic congestion and delay exacerbated by major road and rail intersections. Oxford is covered by a city-wide Air Quality Management Area (AQMA) supported by a Management Plan intending to improve city-wide low air quality and congestion by prioritising sustainable transport measures. Within south Cherwell, a small section of the Bicester Road at the edge of Kidlington is also designated as an AQMA.

5.46 As explained in section 3, the Oxford Transport Strategy (part of the Local Transport Plan) responds to these issues with proposed 'Rapid Transit' routes including improved and priority bus services (including electric vehicles), a new Park and Ride facility at the Woodstock/A44 roundabout and an extension of the Water Eaton Park and Ride next to Oxford Parkway Railway Station.

5.47 Traffic modelling suggests that under the highway circumstances that existed in 2013, the 4,400 new homes we are planning for would increase car journeys by 1.3-1.4% - a relatively small percentage change but one that must be seen in the context of a wider picture of existing traffic congestion and delay experienced on the network. Our development strategy provides the opportunity to reduce this percentage and to help deliver the transport changes provided for by the Oxford Transport Strategy in the interest of reducing the proportion and overall number of car journeys.

5.48 One of the aims of the Local Transport Plan is that: *'most new development in Oxfordshire will be located where it can be served by existing high quality public transport services, especially the designated Rapid Transit, Rail and Premium bus routes, and close to our main transport hubs and interchanges'*.

5.49 In accordance with the Local Transport Plan and the National Planning Policy Framework (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. It will deliver exemplar sustainable communities close to Oxford and well-connected to key employment locations and services and facilities within the city as well to other locations of mutual economic interest – the University Science Park, London-Oxford Airport and Langford Lane, Kidlington – all accessible by sustainable transport with the potential for sustainable transport improvements.

5.50 Locating new development elsewhere in Cherwell (further away from Oxford) 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 new residential developments.

5.51 The development sites we have identified relate well to main roads leading into Oxford – the A44 and the A4165 and existing bus routes serving the city centre. They also relate well to the Oxford Parkway Railway Station and existing Water Eaton and Peartree Park and Ride facilities. The development of sites along these corridors makes use of existing services and provides the opportunity to build upon the current high level of use of sustainable transport. 20-25% of trips to work are presently made on foot or by cycle in areas near Oxford with a similar percentage using public transport for daily commuting.

5.52 The County Council's A44/A4260 Corridor Study builds upon the Local Transport Plan objectives for Rapid Transit, bus, cycle and pedestrian movements and considers the feasibility of options along and across the two corridors for prioritising sustainable transport measures. It follows work on a Kidlington Framework Masterplan, adopted by the Council as a Supplementary Planning Document, which identified the planning challenges facing the centre of Kidlington.

5.53 The Kidlington Framework Masterplan notes, *“The A4260 is used by through traffic and local traffic with annual average daily motor vehicle flows of 13,400 vehicles in 2014 down from a peak of 16,000 in 2002. Cars and taxis make up the greatest proportion of traffic (81%) and there is a noticeably higher proportion of light goods vehicles (15%) than the A44 and A34. HGVs account for 3% of flows in comparison to 11% on the A34 and 4% on the A44”*.

5.54 The Masterplan describes how character of the A4260 reflects its strategic highway function and contrasts this with the village centre and residential environments on either side of the road. The character of the road is influenced by slip lanes, central reservations, service roads, a lack of street enclosure, limited pedestrian crossing points and congestion at peak hours. It also describes how cycling infrastructure is piecemeal with junctions on to the A4260 and parking on southern service roads creating hazards.

5.55 The Masterplan also highlights that Sustrans, the national sustainable transport organisation, suggests that there is a good case for having a 20 mph speed limit through Kidlington to increase safety and encourage cycling.

5.56 Sustrans notes that the A44 (Woodstock Road) is also a designated cycle route but that its appeal to cyclists is presently limited. It advises that the Woodstock Road could potentially form part of a link between Kidlington and Oxford if cycle routes were to be developed between Kidlington and the A44 via Sandy Lane (including the Begbroke Science Park) and/or Green Lane and/or the Oxford Canal and/or Frieze Way.

5.57 Sustrans advises that the pedestrian/cycle route to Oxford Parkway and from Oxford is in need of upgrading to make it attractive to users. In particular cycle improvements between Oxford Parkway and Cutteslowe Roundabout could help to complete an improved route between Kidlington and Oxford.

5.58 The Masterplan notes that Langford Lane, with its strategic employment locations, is an important movement corridor which currently has no formal cycle provision between the A44 and the A4260 which could be addressed by improvement schemes possibly including a formalised crossing of the A44.

5.59 The A44/A4260 Corridor Study explores these issues further. It focuses on measures to assist the implementation of Rapid Transit proposals (designated, high-quality bus routes), improved traffic management and maximising the opportunities for the use of sustainable public transport, cycling and walking. In particular, it takes account of the potential to re-route private through traffic wishing to access Oxford away from central Kidlington to the A44 via Upper Campsfield Road and the proposed new Park and Ride facility at the A44/Woodstock roundabout.

5.60 The study notes the potential of the A4260 (Oxford Road) to become a more local route serving Kidlington village centre but also the main Rapid Transit route into Oxford. The Rapid Transit route would connect the new Park and Ride to Kidlington via the A44 and Langford Lane. The route has potential to lower traffic speeds within Kidlington to make cycling more favourable. There is potential for a 'Super Cycle way' through the village on to Oxford connected to the existing segregated cycleway on the western side of the A44 which runs between Oxford and Woodstock via Sandy Lane.

5.61 This Plan seeks to respond to these issues by:

1. integrating the County Council's sustainable transport proposals into the planning of new development
2. assisting with the implementation of Rapid Transit proposals and the delivery of new infrastructure and facilities for cycling, walking and wheelchair users
3. reducing traffic impacts including on air quality
4. improving priority for pedestrians, cyclists and wheelchair users
5. helping to improve connectivity between Kidlington, existing employment areas, Begbroke and Yarnton
6. helping to achieve improvements to the routing of traffic and traffic management
7. improving the quality and usability of connections to Oxford
8. planning for a more integrated network for pedestrians, cyclists and wheelchair users
9. helping to deliver sustainable transport improvements through the centre of Kidlington in a way that will achieve improvements to the central Kidlington and the public realm.

5.62 More specifically, with the County Council, we are seeking to help deliver:

1. a bus Rapid Transit route along the A4260/Banbury Road corridor into Oxford supported by a dedicated (segregated) Super Cycleway into Oxford (over the A34)

2. a linear 'greenway' through Land East of the A44 (policy PR8) along Sandy Lane to connect new housing/community facilities with the A4260 (and Super Cycle way) via a pedestrian/cycle bridge over the railway line. This is further supported by improvements and new provision of Shared Use Paths along the A44 enabling good cycling and pedestrian connections
3. pedestrian, cycle and wheelchair bridges over the Oxford Canal to enable connections between the proposed sites, public rights of way and Kidlington
4. the introduction of bus priority measures including the modification of the A44/Langford Lane junction
5. improved cycling, walking and wheelchair connectivity with Oxford including with the City Council's Northern Gateway site
6. high-quality public transport, cycling, pedestrian and wheelchair routes networks within development sites integrated with green infrastructure.

5.63 We will continue to work with Network Rail, rail service providers and the County Council to explore the feasibility of a new station and services to Oxford in the Kidlington/Begbroke area that further reduces the reliance on private car.

5.64 We will also continue to work with Highways England, the County Council, the Oxfordshire Local Enterprise Partnership, the National Infrastructure Commission and other partner authorities to deliver schemes to improve the strategic highway network including for key junctions and traffic management of the A34. The economic growth of Oxfordshire and the implications of cross-regional growth require cooperation and coordination on continuous basis. Examples of such projects include the suggested A40–A44 link road included in the Local Transport Plan and the Oxford to Cambridge Expressway.

5.65 Policies PR4a and PR4b below together with the spatial strategy in the existing Local Plan (2015) aim to reduce the need to travel and provide travel choices which will enable people to use sustainable modes of transport. Site specific transport measures are identified in Policies PR6a, PR6b, PR7a, PR7b, PR8, and PR9.

5.66 The Infrastructure Schedule in Appendix 4 identifies measures to improve the road network and sustainable transport initiatives supporting the growth identified in the Local Plan.

Policy PR4a: Sustainable Transport

The strategic developments provided for under Policies PR6 to PR9 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport. Where necessary, the provision of land will be required to support the implementation of relevant schemes set out in the Local Transport Plan 4 (including the Oxford Transport Strategy), the A44/A4260 Corridor Study and Local Plan Partial Review Transport Mitigation Assessment. These schemes shall include:

(a) improved bus services and facilities along:

i. the A44/A4144 corridor linking Woodstock and Oxford

ii. the A4260/A4165 (Oxford Road) linking Kidlington, Gosford, Water Eaton and Oxford

iii. Langford Lane.

(b) the enhancement of the off-carriageway Cycle Track/ Shared Use Path along the western side of the A44 and the provision of at least one pedestrian and cycle and wheelchair crossing over the A44.

(c) the prioritisation of the A44 over the A4260 as the primary north-south through route for private motor vehicles into and out of Oxford.

(d) improved rapid transit/bus services and associated Super Cycleway along the A4260 into Oxford.

(e) improvements to the public realm through the centre of Kidlington associated with (d) above.

(f) the provision of new and enhanced pedestrian, cycling and wheelchair routes into and out of Oxford.

Policy PR4b: Kidlington Centre

Proposals to support sustainable transport improvements and associated infrastructure, to reduce private motorised through traffic along the A4260 in Kidlington and improve the built and natural environment along this corridor which are consistent with the themes and objectives of the adopted Kidlington Masterplan SPD will be supported.

DRAFT

A Connected Green Infrastructure

5.67 A connected green infrastructure network is an integral part of our vision, of what we must achieve in providing additional development. The provision of green infrastructure involves:

1. making the most of existing 'natural' assets (including the water environment)
2. maximising the opportunity to appropriately connect these assets
3. creating wildlife movement corridors
4. enhancing biodiversity
5. integrating with other planning requirements such as:
 - i. the provision of open space and outdoor sport facilities
 - ii. creating routes for pedestrians, wheelchair users, cyclists and horse riders
 - iii. helping to assist with the control of pollution
 - iv. responding to climate change
 - v. creating high-quality built and natural environments that can be sustained in the long term
 - vi. the construction of sustainable urban drainage systems
 - vii. protecting heritage assets.

5.68 Green infrastructure provides opportunities for recreation and public access. It can assist with drainage and in the provision of transport infrastructure. It can be used to improve visual amenity and to protect enhance the landscape. Green infrastructure can be used in local food production whether through private or community allotments, orchards or wild plants. It can be provided to meet a specific purpose such as the protection of individual species or to assist with the multi-functional use of land.

5.69 In this Plan we are seeking to deliver green infrastructure in order to:

1. protect existing wildlife and biodiversity
2. achieve net gains in biodiversity at a site specific and Plan level
3. help compensate for the loss of Green Belt
4. make more positive use of the Green Belt and the best use of land generally
5. improve the quality of place making and the siting, design, appearance and landscaping of new development

6. improve appropriate access to the countryside and to areas of open space
7. make the most appropriate use of, and to connect, 'green' assets and the Oxford Canal
8. protect and enhance existing designated areas such as Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife Sites and to create new opportunities for additional areas to be provided
9. achieve maximum connectivity between development sites
10. achieve multi-functional use of green infrastructure and spaces
11. enhance health and well-being.

Policy PR5: Green Infrastructure

The strategic developments provided for under Policies PR6 to PR9 will be expected to protect and enhance green infrastructure (GI) and incorporate green assets and the water environment into the design approach for each site. Provision will be expected to be made on site. Financial contributions in lieu of on-site provision will only be allowed in exceptional circumstances and where it is agreed that it will not be possible to provide on-site net biodiversity gains.

Applications will be expected to:

- (1) Identify existing GI and its connectivity and demonstrate how this will be protected and incorporated into the layout, design and appearance of the proposed development.
- (2) Show how existing and new GI will be connected including the opportunities for off-site connectivity and improvement.
- (3) Show how restored or re-created habitats can be accommodated into the development and how biodiversity will be improved.
- (4) Show how existing trees will be protected and the opportunities for planting new trees.
- (5) Demonstrate the opportunities for improving the existing and proposed built and natural landscape through the provision of GI and for the protection or enhancement of the historic environment.
- (6) Demonstrate how GI will be provided along movement corridors (including for motor vehicles, pedestrians, cycles and wheelchairs) and to benefit the provision of informal and formal open space, play areas and gardens.
- (7) Demonstrate how the provision of GI will assist in the beneficial use and permanence of the Green Belt.

(8) Demonstrate where multi-functioning GI can be achieved, including helping to address climate change impacts and taking into account best practice guidance.

(9) Provide details of how GI will be maintained and managed in the long term.

DRAFT

DRAFT

North Oxford

5.70 The northern fringe of Oxford includes neighbourhoods either side of the A4165 Oxford/Banbury Road - the main arterial route into north Oxford from Kidlington to the north.

5.71 To the east is the residential area of Cutteslowe, an inter-war development including detached and semi-detached properties and areas of more recent higher density development. At the eastern edge of the built-up area is Cutteslowe Park with sports pitches and pavilions, play areas, miniature golf and railway, a skate park, significant wildlife areas and community woodland. The Park is home to a number of sports clubs (hockey, tennis and football) and hosts regular community events. Cutteslowe extends southward to the A40. To the south of the A40 are the Sunnymead and Summertown areas in which are a wide range of services and facilities including Primary and Secondary Schools and a busy neighbourhood centre.

5.72 The edge of Cutteslowe marks the boundary between Oxford and Cherwell. To the north and east is open agricultural land leading eastwards, to the Grade II* Listed St. Frideswide Farmhouse (and Listed wall) and on into the River Cherwell valley, and northwards, to the new (2015) Oxford Parkway Railway Station, Water Eaton Park and Ride and the A34 trunk road. There are train and regular bus services into central Oxford. This transport infrastructure and the existing built-up area of Oxford are strong urbanising influences.

5.73 The arable fields to the east of the A4165 are large with weak boundaries, creating an open, exposed landscape but becoming more intricate further into the Cherwell Valley beyond St. Frideswide Farmhouse. There are views out to the wider countryside and higher ground across the valley. The village of Islip (to the east) and Oxford's John Radcliffe Hospital (south-east) are prominent.

5.74 To the west of the A4165 are residential neighbourhoods built during the second half of the 20th century, Jordan Hill Business Park, Wolvercote Cemetery and a Recreation Ground. The heavily treed and historic North Oxford Golf Club lies within Cherwell. It comprises some 31 hectares of land and operates with the benefit of a rolling lease from the University colleges.

5.75 Immediately to the west is the Oxford-Bicester railway line over which is a footbridge connecting to a relatively small area of agricultural land between the railway and the A34. That land connects to Oxford's Northern Gateway development area immediately to the south. National Cycle Network Route 51 runs along the A4165.

5.76 The southernmost edge of Cherwell to the south of the A34 therefore has the perception of being part of Oxford. The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanising influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

5.77 The area's immediate relationship with Oxford provides the most sustainable opportunity to create a new gateway neighbourhood either side of the A4165 Oxford Road with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to integrate with the existing north Oxford communities.

5.78 Although development in this area will result in the loss of agricultural land and a golf course, some landscape and heritage impact and the loss of/harm to Green Belt, we consider that first, the benefits of developing in this area far outweigh those adverse effects and second, that the developments can be provided in a form that minimises the impacts, secures mitigation and achieves social, environmental and economic benefits.

5.79 The development of land to the east of the A4165 (Oxford Road) will result in a considerable reduction in the settlement gap between Oxford and Kidlington and will also weaken the justification for retaining the Green Belt status of the Park and Ride site. However, there is a clear opportunity to provide an urban extension for Oxford with very high levels of sustainability in transport terms and that results in a community integrated with Oxford and with access to potential jobs and amenities.

5.80 Development can be provided while avoiding the more sensitive landscape of the Cherwell Valley, planning for a soft urban edge to the east, protecting the Grade 2* Listed St Frideswide Farmhouse and the existing public rights of way, providing for an extension to Cutteslowe Park, integrating with the existing built environment and creating green infrastructure so that it helps achieve high-quality development, net gains in biodiversity and clearly defined, permanent Green Belt boundaries. The land is available and deliverable.

5.81 The historic golf course to the west of the A4165 (Oxford Road) presently provides a recreation facility for Oxford. It comprises an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington.

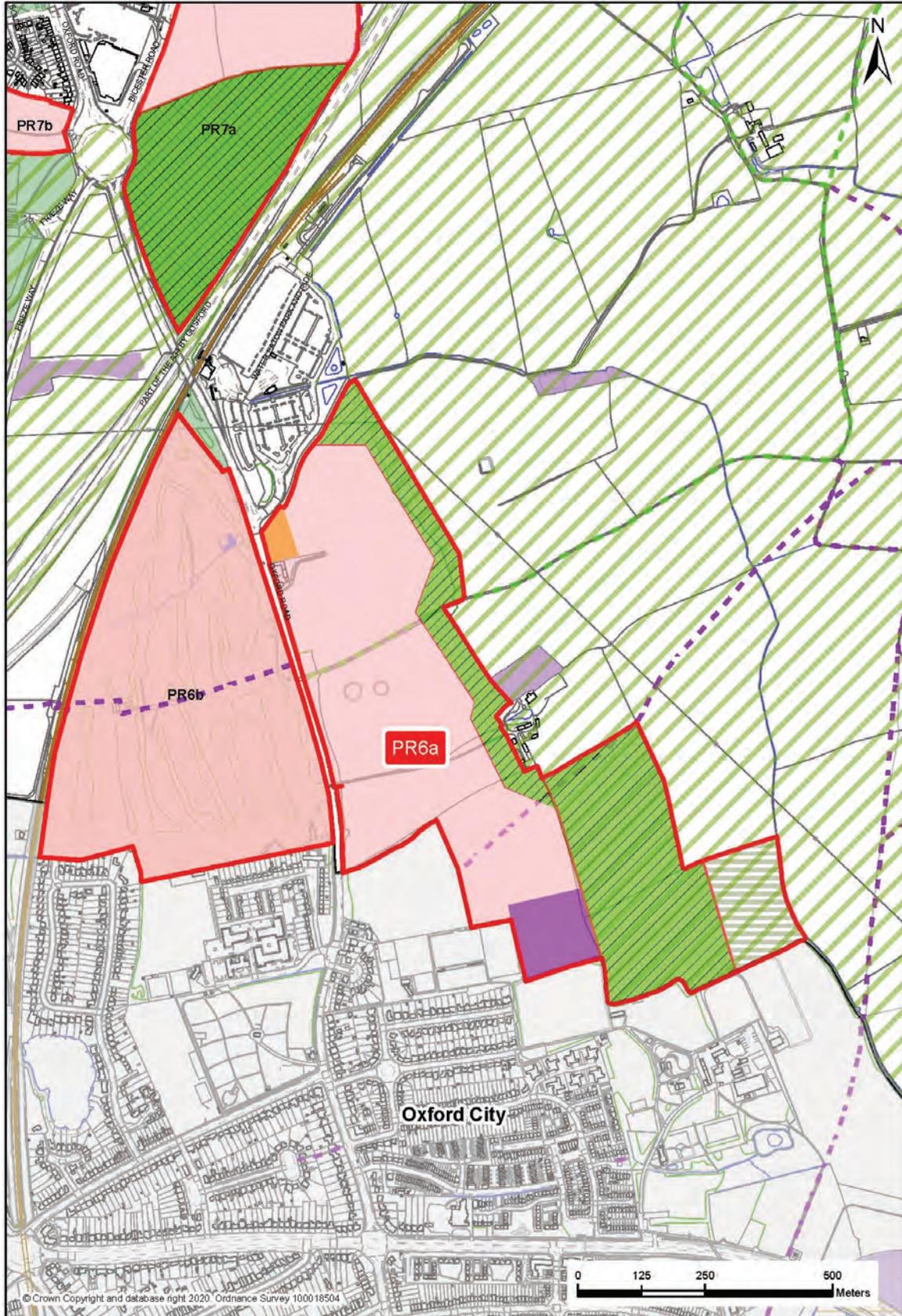
5.82 However, there is a pressing need to provide homes for Oxford and the land is also being made available by Oxford University colleges. The existing urbanising influences and the clear opportunity to develop a consolidated new neighbourhood to the north of Oxford, with the opportunity for connectivity to the Northern Gateway development site, to the proposed development to the east of Oxford and to the Oxford Parkway railway station, outweigh the loss of this area as a buffer.

5.83 We consider that a lower density approach on this site will enable important features of this mature, albeit artificial landscape can be retained and incorporated as part of a wider green infrastructure approach which will help mitigate the impact of development and maintain the appearance of a treed landscape. Exeter College, one of the owners of the golf course, also own land immediately north of the A34. This provides a deliverable opportunity to provide a comparably sized replacement course nearby should the need for this be demonstrated while retaining that land within the Green Belt.

5.84 Our policies for developing a new North Oxford neighbourhood are set out below. There is an opportunity to connect the whole of this area comprehensively with pedestrian, cycling and wheelchair routes, direct links to Northern Gateway, Wolvercote and Cutteslowe and to support development with highly sustainable public transport accessibility including improvements in the interest of delivering the Oxford Transport Strategy.

5.85 Design principles which seek to deliver a connected and integrated urban extension to Oxford will be required. It will be necessary to have regard to adopted Development Plan policies for design and the built environment for both Cherwell and Oxford, to the Cherwell Design Guide Supplementary Planning Document (SPD), Oxford City Council's SPD - High Quality Design in Oxford - Respecting Heritage and Achieving Local Distinctiveness, and Oxfordshire County Council's Cycling and Walking Design Guides. A requirement for a Development Brief will be used to secure an agreed design approach.

Policy PR6a - Policies Map - Land East of Oxford Road





Policy PR6a - Land East of Oxford Road

An urban extension to Oxford city will be developed on 48 hectares of land to the east of Oxford Road as shown on inset Policies Map PR6a. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 690 dwellings (net) on approximately 25 hectares of land (the residential area as shown).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. The provision of a primary school with two forms of entry on 2.2 hectares of land in the location shown.**
- 4. The provision of a local centre on 0.5 hectares of land in the location shown unless the location is otherwise agreed with Cherwell District Council. The Local Centre shall include provision for local convenience retailing (use class A1 - no more than 500 square metres net floorspace and no less than 350 square metres), ancillary business development (use class B1(a) only) and/or financial and professional uses (use class A2); a café or restaurant (use class A3); the provision of a community building to required standards providing the opportunity for social and childcare facilities, the opportunity for required health facilities to be provided and provision for required emergency services infrastructure.**
- 5. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area.**
- 6. The provision of public open green space as an extension to Cutteslowe Park on 11 hectares of land in the location shown and including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school.**
- 7. The creation of a green infrastructure corridor on 8 hectares of land incorporating a pedestrian, wheelchair and all-weather cycle route along the site's eastern boundary within the area of green space shown on the policies map. The route will connect Cutteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with the public rights of way network.**
- 8. The retention of 3 hectares of land in agricultural use in the location shown.**

Planning Application Requirements

- 9. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the**

landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

10. The Development Brief shall include:

(a) A scheme and outline layout for delivery of the required land uses and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.

(b) Two points of vehicular access and egress from and to existing highways, primarily from Oxford Road.

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to Cutteslowe Park, to the allocated site to the west of Oxford Road (policy PR6b) enabling connection to Oxford City Council's allocated 'Northern Gateway' site, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of connection off-site and to existing or potential public transport services. Required access to existing property via the site should be maintained.

(d) Protection and connection of existing public rights of way and an outline scheme for pedestrian and cycle access to the surrounding countryside.

(e) Design principles which seek to deliver a connected and integrated urban extension to Oxford and which respond to historic setting of the city.

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (11) below.

(g) The sites for the required school and the Local Centre.

(h) An outline scheme for vehicular access by the emergency services.

11. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) to be agreed with Cherwell District Council.

12. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) demonstration that designated environmental assets will not be harmed, including that there will be no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts.

(d) measures for the protection and enhancement of existing wildlife corridors.

(e) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees.

(f) measures to minimise light spillage and noise levels on connective features and other habitat features of biodiversity value.

(g) The protection of the orchard and waterbody adjoining the site at St. Frideswide Farm.

(h) Farmland bird compensation.

(i) Proposals for long-term wildlife management and maintenance including for the wildlife habitats accessible from the primary school.

(j) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs.

13. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including for great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of the watercourse that forms the south-eastern boundary of the site and Hedgerow Regulations Assessment.

14. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

15. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the Grade 2* Listed St Frideswide Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

16. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation, and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run-off rates to

greenfield run-off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's.

17. The application should demonstrate that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

19. The application(s) shall include proposals for securing the long-term use, management and maintenance of the community building, formal sports provision and play areas.

20. The application shall include a management plan for the appropriate re-use and improvement of soils.

21. The application(s) shall include proposals for securing the use, management and maintenance of the public open green space / extension to Cuttelowe Park and agricultural land in perpetuity.

22. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

23. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

Place shaping principles

24. A layout, design and appearance for a contemporary urban extension to Oxford city that responds to the 'gateway' location of the site, is fully integrated and connected with the existing built environment, maximises the opportunity for sustainable travel into Oxford, provides a high-quality, publicly accessible and well connected green infrastructure and ensures a sensitive relationship with the site's Cherwell Valley setting.

25. The provision of a landscaped green infrastructure corridor at the eastern settlement edge which links Cutteslowe Park to Oxford Parkway, minimises the visual and landscape impact of the development, creates an appropriate setting to the Listed St. Frideswide Farmhouse and Wall, and provides a clear distinction between the site and the Green Belt.

26. The provision of connecting green infrastructure corridors running east-west across the site.

27. The provision of an active frontage along Oxford Road while maintaining a well treed streetscape.

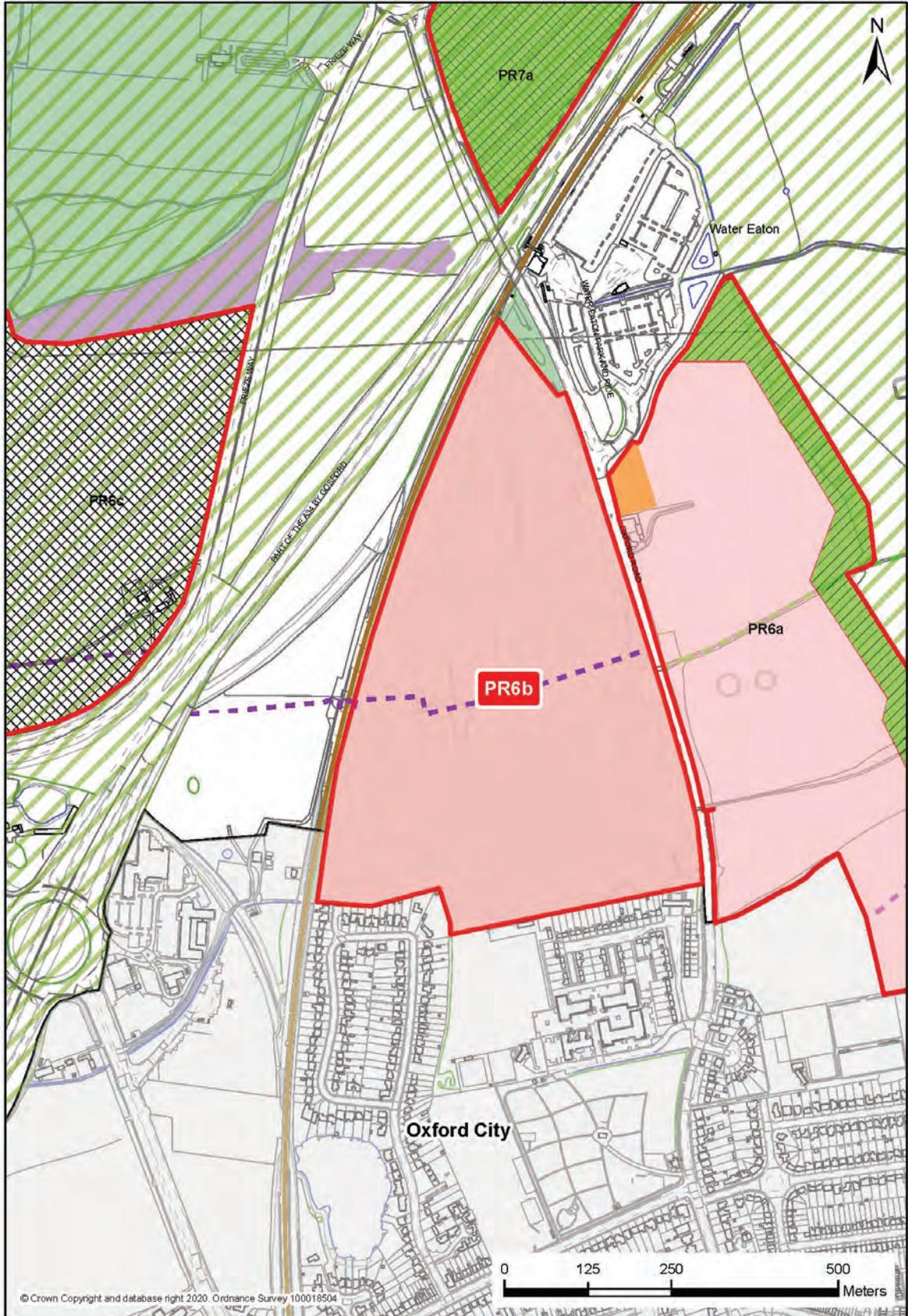
28. The public open green space/extension to Cutteslowe Park and agricultural land to be kept free of buildings to avoid landscape impact.

29. The location of archaeological features, including the tumuli to the east of the Oxford Road, should be incorporated and made evident in the landscape design of the site.

30. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

DRAFT

Policy PR6b - Policies Map - Land West of Oxford Road



-  Site Boundary
-  Cherwell District
-  Existing Green Space
-  Local Centre
-  NERC Act. S41
-  New Green Space/Parks
-  Outdoor Sports Provision
-  Oxford City
-  Public Bridleway
-  Public Footpath
-  Reserved Site for Golf Course Replacement
-  Residential
-  Revised Green Belt

Policy PR6b - Land West of Oxford Road

An urban extension to Oxford City will be developed on 32 hectares of land to the west of Oxford Road as shown on inset Policies Map PR6b. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 670 dwellings (net) on 32 hectares of land (the residential area as shown).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. Proportionate financial contributions to the delivery of the local centre services and facilities and school on Land to the East of Oxford Road (Policy PR6a) in accordance with adopted standards.**
- 4. Land to be reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site to make it wheelchair and cycle accessible and so improve links to Oxford City's allocated 'Northern Gateway' site.**
- 5. Provision for required emergency services infrastructure.**
- 6. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area.**

Planning Application Requirements

7. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

8. The Development Brief shall include:

(a) A scheme and outline layout for delivery of the residential development and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.

(b) Two points of vehicular access and egress from and to existing highways, primarily from Oxford Road, and connecting within the site.

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Oxford, to the allocated site to the east of Oxford Road (policy PR6a) enabling connection to Cutteslowe Park, to provide accessibility to Oxford City Council's allocated 'Northern Gateway' site from Oxford Road, to Oxford Parkway and Water Eaton Park and Ride, and to existing or new points of connection off-site and to existing or potential public transport services.

(d) The protection of existing public rights of way and an outline scheme for pedestrian and cycle access to the surrounding countryside.

(e) Design principles which seek to deliver a connected and integrated urban extension to Oxford and which respond to the historic setting of the city.

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (9) below.

(g) An enhanced area of woodland along the northern boundary of the developable area to provide a clear distinction between the site and the Green Belt to the north.

(h) An outline scheme for vehicular access by the emergency services.

9. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council.

10. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction. Measures for off-site biodiversity offsetting if a net gain within the site is shown to be unviable.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) a scheme identifying significant trees, areas of woodland and hedgerows for retention and protection, and those for removal to be agreed with the Council and for the incorporation of mature trees into the public realm or private gardens.

(d) demonstration that designated environmental assets will not be harmed, including no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts.

(e) measures for the protection and enhancement of wildlife corridors including linear woodland and scrub, along the boundary with the railway line and existing water habitats.

(f) measures to minimise light spillage and noise levels on habitats especially along wildlife corridors.

(g) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs.

(h) the creation of a green infrastructure network with connected wildlife corridors within the site and the improvement of the existing network.

(i) proposals for wildlife compensation from the loss of trees and wildlife management and maintenance.

(j) examination of the opportunity to provide wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Brake District Wildlife Site.

11. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies.

12. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

13. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

14. The application shall be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level I Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Level I SFRA.

15. The application should demonstrate that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

16. The application shall include a management plan for the appropriate re-use and improvement of soils.

17. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision, play areas and other informal open space.

18. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement.

19. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

20. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

21. A programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course (under policy PR6c) before development of land west of Oxford Road commences, or the submission of evidence to demonstrate that a replacement course is not required.

Place shaping principles

22. A layout, design and appearance for a contemporary urban extension to Oxford city that responds to the 'gateway' location of the site, is fully integrated and connected with the existing built environment, maximises the opportunity for sustainable travel into Oxford, provides high-quality, publicly accessible and well connected green infrastructure and maintains a well treed landscape to reflect the historic use of the site and protect biodiversity.

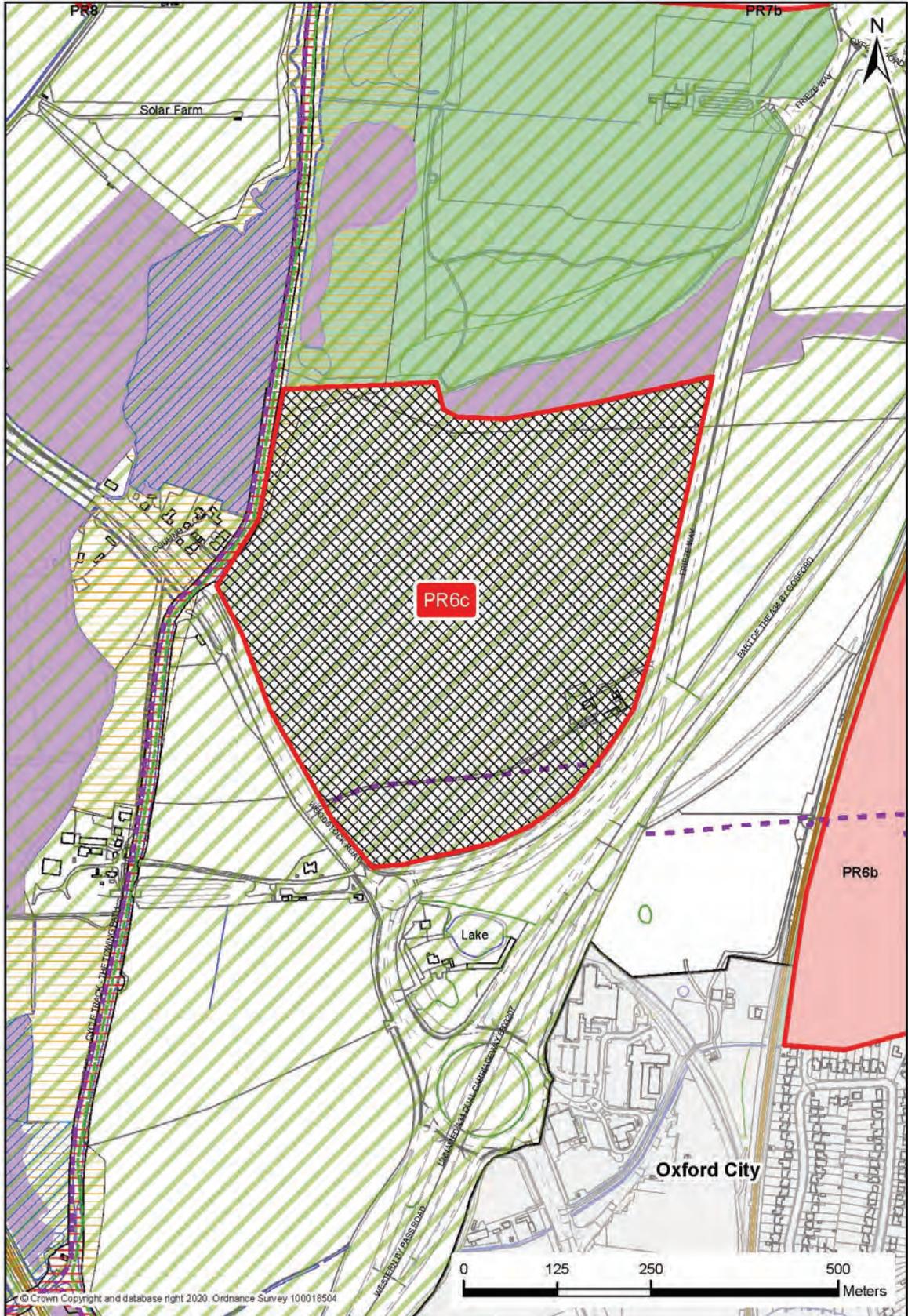
23. The establishment of a connecting pedestrian, cycle and wheelchair accessible route from Oxford Road to the point of the existing footbridge on the western boundary of the site to enable linkages with the wider area including the Northern Gateway site.

24. The provision of an active frontage along Oxford Road while maintaining a well treed streetscape.

25. The accommodation of larger plots and wider streets to accommodate the mature trees of the former golf course and ensure a well-treed character for the new development.

26. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Policy PR6c - Policies Map - Land at Frieze Farm



-  Site Boundary
-  Cherwell District
-  Conservation Areas
-  Conservation Target Areas
-  Existing Green Space
-  Local Wildlife Site
-  NERC Act. S41
-  Oxford Canal Trail
-  Oxford City
-  Public Footpath
-  Reserved Site for Golf Course Replacement
-  Residential
-  Revised Green Belt

Policy PR6c - Land at Frieze Farm

Land at Frieze Farm (30 hectares) will be reserved for the potential construction of a golf course should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b.

Planning Application Requirements

1. The application will be expected to be supported by, and prepared in accordance with, a Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council and in consultation with Oxfordshire County Council.

The Development Brief shall include:

(a) A scheme and outline layout for delivery of the required land uses and associated infrastructure.

(b) Points of vehicular access and egress from and to existing highways.

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment, and to existing or new points of connection off-site and to existing or potential public transport services.

(d) Protection and connection of existing public rights of way.

(e) Design principles that respond to the landscape, canal-side and Green Belt setting and the historic context of Oxford.

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (2) below.

(g) An outline scheme for vehicular access by the emergency services.

2. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology, to be agreed with Cherwell District Council.

3. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts through hydrological, hydro-chemical or sedimentation impacts.

(d) measures for the protection and enhancement of existing wildlife corridors and the protection of existing hedgerows and trees.

(e) the creation of a green infrastructure network with connected wildlife corridors.

(f) measures to minimise light spillage and noise levels on habitats especially along wildlife corridors.

(g) a scheme for the provision for bird and bat boxes and for the viable provision of designated green walls and roofs.

(h) farmland bird compensation.

(i) proposals for long-term wildlife management and maintenance.

4. Measures for the retention of the Grade II Listed Frieze Farmhouse and an appropriate sensitive setting.

5. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with identified heritage assets within and adjacent to the site, particularly the Grade II Listed Frieze Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

6. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

7. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on existing communities and actions for updating the Travel Plan during the construction of the development.

8. The application will be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level I Strategic Flood Risk Assessment. The Flood Risk Assessment should include detailed modelling of watercourses taking into account allowance for climate change. There should be no ground raising or built development within the modelled flood zone.

9. The application shall be supported by a landscaping scheme including details of materials for land modelling (to be agreed with the Environment Agency), together with a management plan for the appropriate re-use and improvement of soils.

10. The application should demonstrate that Thames Water has agreed in principle that foul drainage from the site will be accepted into its network.

11. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how the provision of supporting infrastructure will be delivered. The Delivery Plan shall include a start date for development and a programme showing how and when the golf course would be constructed to meet any identified need as a result of the development of Land to the West of Oxford Road (Policy PR6b).

DRAFT

Kidlington

5.86 We have explained the close relationship that exists between Kidlington and Oxford –geographically, socially and economically (Section 3.2). Located immediately north of Oxford, and well-connected to the city by public transport, the Oxford Parkway Railway Station is situated between Kidlington and Oxford. As Cherwell’s third urban area, Kidlington has its own village centre, employment areas, schools and other community facilities. The Kidlington Framework Masterplan emphasises the importance of maintaining Kidlington as a distinctive community with its own identity.

Kidlington Framework Masterplan – Vision Statement

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

Its landscape setting, access to high quality homes and community facilities and revitalised Village Centre make it an attractive place to live and work. Its strong connections with Oxford and Bicester, rail link to London, and London-Oxford airport support a growing high value employment base which is well integrated with the wider village.

5.87 The Masterplan highlights the importance of the River Cherwell and Oxford Canal as important green infrastructure corridors for biodiversity and human movement connecting Kidlington towards Oxford and giving access to the wider countryside beyond. It describes how the village has a high-quality and varied landscape setting and a number of important areas of ecological value such as the Rushy Meadows Site of Special Scientific Interest and Stratfield Brake District Wildlife Site, in addition to the river and canal corridors. It notes that the Green Belt has served to prevent urban sprawl and coalescence.

5.88 The Masterplan highlights the need for improved connectivity between the built-up area of Kidlington and nearby employment areas and to reduce the highways dominance of Oxford Road (A4260) while integrating planned improvements to public transport in line with the County Council’s Oxford Transport Strategy. Having examined existing provision for sport and recreation and consulted widely, the Masterplan notes that the facilities at Stratford Brake Sports Ground are at capacity and that there are ‘...clear aspirations for further improvements to the quality of the open space, sport and recreation provision at Kidlington’, without loss to existing facilities.

5.89 Two areas of land to the south of Kidlington provide the opportunity to provide homes in locations very well related to Oxford while helping to achieve some of the Masterplan’s objectives.

5.90 To the south east of Kidlington, to the east of Bicester Road and to the west of the A34, an affordable housing scheme was developed in 2009 for 36 affordable homes. Since then a small cemetery and allotments have been developed. We consider that there is an opportunity to provide additional homes in this location while retaining an important Green Belt gap and without compromising the identity of Kidlington. A clearly defined field boundary partially marks the extent of the area that is identified for development and the remainder of the southern boundary follows a former historic field boundary.

5.91 To the south of the identified area for housing, there is an opportunity to provide much needed sports facilities as identified by the Masterplan and a substantial gain in net biodiversity including through tree planting. Whilst there would be some weakening of the Green Belt in this area, the sports pitches will remain in the Green Belt and enable positive use of that land. This would avoid the potential vulnerability to unanticipated housing development should there be a housing supply shortage at some point in the future.

5.92 To the west of the A4260 Oxford Road, abutting the southern edge of Kidlington, is Stratfield Farm. The land lies between the existing built-up area to the north and Stratfield Brake Sports Ground to the south and extends from Kidlington roundabout in the east to the Oxford Canal in the west. The canal corridor is a Conservation Area. On its western side is the allocated site 'Land east of the A44' (policy PR8).

5.93 The westernmost section of the site alongside the canal comprises part of the Lower Cherwell Valley Conservation Target Area (CTA). A strong hedgerow still separates this area from the remainder of the site. CTAs were identified to restore biodiversity through the maintenance, restoration and creation of nationally defined priority habitats. They seek to address habitat fragmentation through the linking of sites to form strategic ecological networks which can help species adapt to the impact of climate change. CTAs represent the areas of greatest opportunity for strategic biodiversity improvement in the District.

5.94 The eastern part of the site is the least constrained in terms of accommodating development and is accessible from the A4260 and Kidlington (A4260/A44) roundabout slip road. A northern and central part of the site has the potential to connect to Croxford Gardens, a suburban residential street within the 'Garden City' area of Kidlington. Towards the centre of the site is the Grade II listed Stratfield Farmhouse. The farmhouse and its out-buildings are generally in a poor state of repair and the allocation of this site will ensure the renovation of these buildings and their long term future.

5.95 The farmhouse looks south across land planted as an orchard. To the west of the farmhouse is an area of trees and a traditional orchard which forms an important part of its historic setting. Until very recently, the more central areas of the site had long established hedgerows but these have substantially been removed.

5.96 We consider that only limited areas of the site should be developed to ensure that the following is achieved:

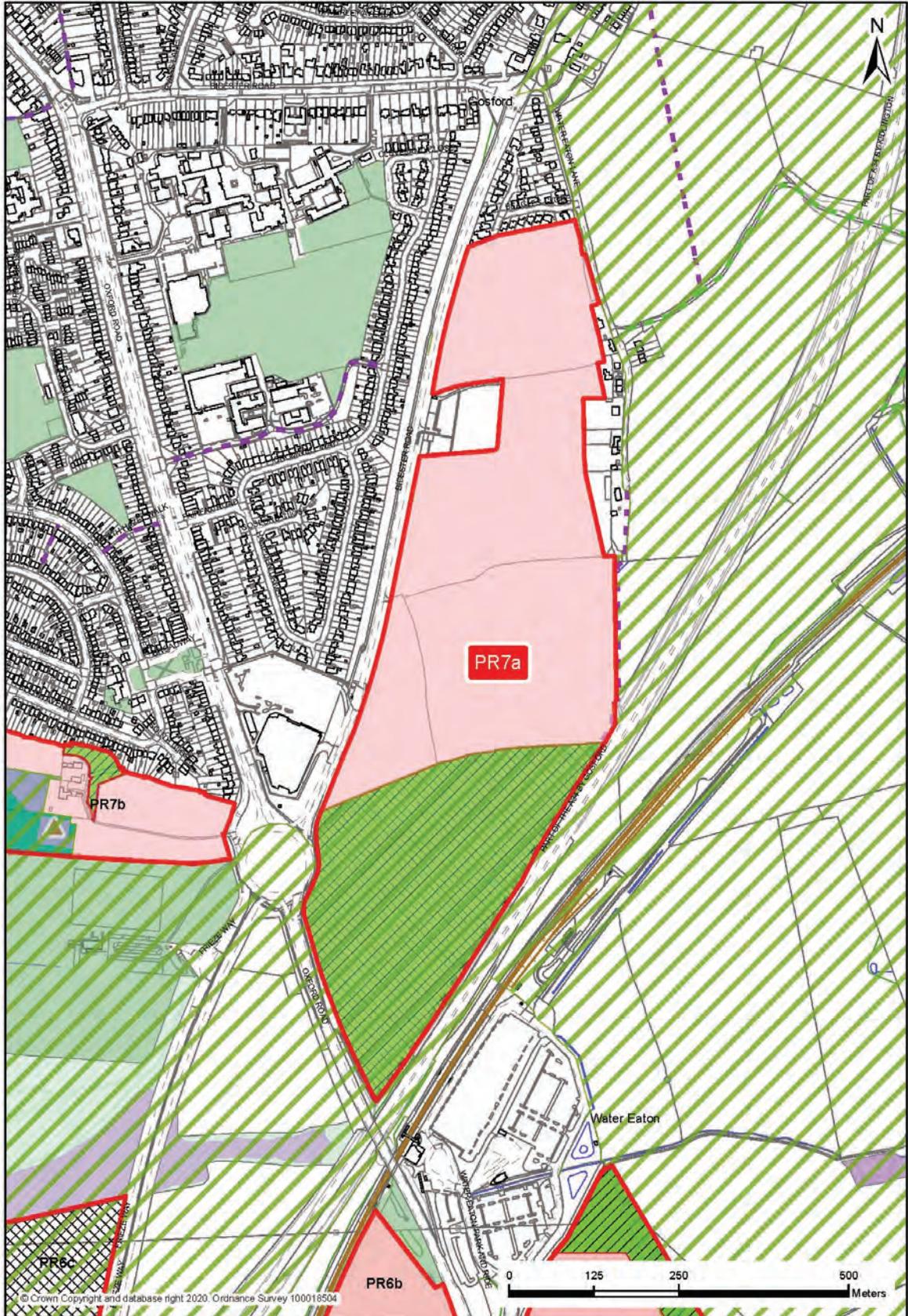
1. The provision of a public pedestrian, cycle and wheelchair route through the site for recreational use, connecting the A4260 with land on the western side of the Oxford Canal (also proposed for allocation) and supported by the provision of a pedestrian, cycle and wheelchair bridge over the canal and a green infrastructure corridor
2. Retention of the part of the site within the Conservation Target Area as an undeveloped area with net biodiversity improvement
3. Preservation and enhancement of the Oxford Canal Conservation Area
4. Net biodiversity improvements across the site including through the restoration and improvement of hedgerow habitats and the establishment of new green infrastructure
5. Retention and renovation of the Grade II Listed Stratfield Farmhouse and the protection of its historic setting

6. The protection and extension of the existing orchard
7. The protection of existing 'green' assets and the water environment
8. The opportunity to extend Stratfield Brake District Wildlife Site (managed by the Woodland Trust) into the site
9. A sensitive transition from the built-up edge of Kidlington to the wildlife site, the sports ground and the canal corridor.

5.97 Overall, we consider that at the southern side of Kidlington, there is an opportunity to provide housing to help meet Oxford's needs so that it contributes significantly to the overall vision, provides benefits for the local community and achieves positive use of land within the Green Belt.

DRAFT

Policy PR7a - Policies Map - Land South East of Kidlington



-  Site Boundary
-  Existing Green Space
-  Existing Orchard
-  Nature Conservation Area
-  NERC Act, S41
-  New Green Space/Parks
-  Outdoor Sports Provision
-  Public Bridleway
-  Public Footpath
-  Reserved Site for Golf Course Replacement
-  Residential
-  Revised Green Belt

Policy PR7a – Land South East of Kidlington

An extension to Kidlington will be developed on 32 hectares of land to the east of Bicester Road as shown on inset Policies Map PR7a. Development proposals will be permitted if they meet the following requirements:

Key delivery requirements

- 1. Construction of 430 dwellings (net) on 21 hectares of land (the residential area as shown).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. The provision of 0.7 hectares of land within the developable area for an extension to Kidlington Cemetery.**
- 4. The provision of 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.**
- 5. Provision for required emergency services infrastructure.**
- 6. The provision of facilities for play areas and allotments to adopted standards within the developable area.**
- 7. Contributions to the provision of community facilities in accordance with the Council's adopted standards.**

Planning Application Requirements

8. The application(s) shall be supported by and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.

9. The Development Brief shall include:

- (a) A comprehensive scheme and outline layout for delivery of the residential development, formal sports provision and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.**
- (b) The site for the cemetery extension.**
- (c) Points of vehicular access and egress from and to existing highways.**

(d) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Kidlington, to Oxford Parkway Railway Station and Water Eaton Park and Ride, to enable the crossing of Bicester Road, to achieve public accessibility between the residential development and the land for formal sports, and to existing or new points of connection off-site and to existing or potential public transport services.

(e) The protection of the existing public right of way on the eastern boundary of the site and an outline scheme for pedestrian and cycle access to the surrounding countryside.

(f) Design principles which seek to deliver a connected and integrated extension to Kidlington while being sensitive to the historic development pattern of Water Eaton Lane.

(g) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (10) below.

(h) An enhanced area of woodland along the south-eastern boundary of the site and the establishment of a new area of woodland planting.

(i) The maintenance and enhancement of the tree lines and hedgerows.

(j) An outline scheme for vehicular access by the emergency services.

10. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council.

11. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts down-river in the Cherwell Valley through hydrological, hydro-chemical or sedimentation impacts.

(d) measures for the protection and enhancement of existing wildlife corridors.

(e) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees.

(f) Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors.

(g) The protection of the water environment.

(h) Farmland bird compensation.

(i) Proposals for long-term wildlife management and maintenance.

(j) A scheme for the provision of in-built bird and bat boxes, wildlife connectivity between gardens and for the viable provision of designated green walls and roofs.

12. The application(s) shall be supported by a phase I habitat survey including habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), surveys for badgers, breeding birds and reptiles, an internal building assessment for roosting barn owl, a tree survey and an assessment of water bodies.

13. A Flood Risk Assessment shall be submitted with the application(s). The application shall be supported by a Flood Risk Assessment, informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 2 SFRA. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's. Residential development should be located outside the modelled Flood Zone 2 and 3 envelope which extends into the north eastern corner of the site.

14. The application should demonstrate that Thames Water, Natural England and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

15. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

16. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

17. The application shall include a management plan for the appropriate re-use and improvement of soils.

18. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas.

19. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement.

20. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

21. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

Place Shaping Principles

22. A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a modern, highly functioning outdoor sports facility, which provides high-quality, publicly accessible and well connected green infrastructure and which provides for well-designed connectivity and interface between the residential development and the sport facilities.

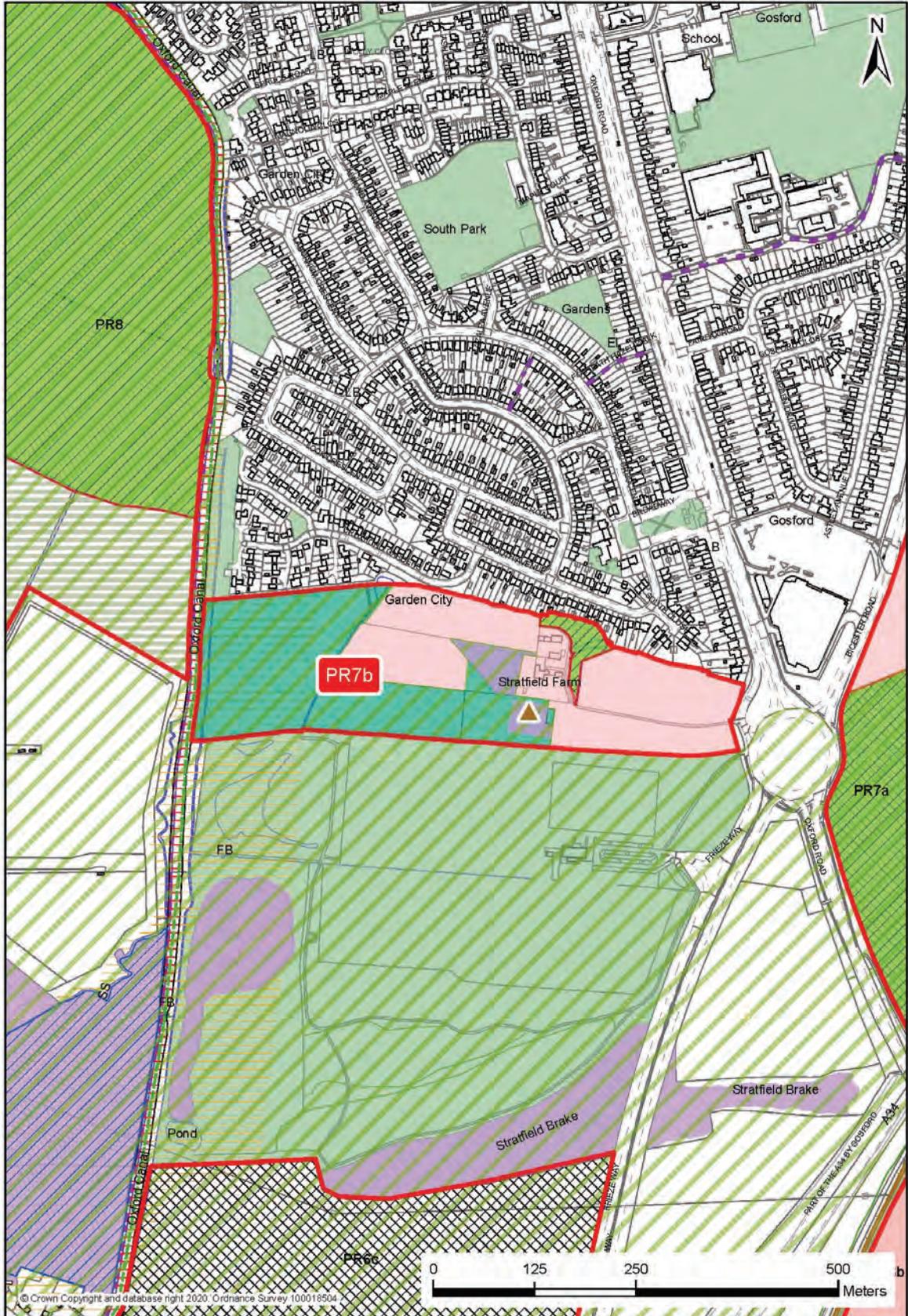
23. The establishment of a connecting pedestrian, cycle and wheelchair route from the site across the Bicester Road and from the sports pitches and residential development to Water Eaton Lane and the public right of way along the eastern boundary of the site.

24. The provision and maintenance of enhanced native landscaping to help emphasise the Green Belt location of the outdoor sports facilities, to minimise the urbanising influence of the sports pitches, to maintain openness and to enhance the distinction between the site and land to the south of the A34.

25. Protection of the residential amenities of properties on Water Eaton Lane.

26. Layout and design that encourages the sustainable and safe management of waste by individual households while minimising the visual and pollution impacts.

Policy PR7b - Policies Map - Land at Stratfield Farm



© Crown Copyright and database right 2020. Ordnance Survey 100019504

-  Site Boundary
-  Conservation Areas
-  Conservation Target Areas
-  Existing Green Space
-  Existing Orchard
-  Local Wildlife Site
-  Nature Conservation Area
-  NERC Act. S41
-  New Green Space/Parks
-  Outdoor Sports Provision
-  Oxford Canal Trail
-  Public Footpath
-  Reserved Site for Golf Course Replacement
-  Residential
-  Retained Agricultural Land
-  Revised Green Belt

Policy PR7b – Land at Stratfield Farm

An extension to Kidlington will be developed within 10.5 hectares of land at Stratfield Farm as shown on the inset Policies Map PR7b. Development proposals will be permitted if they meet the following requirements:

Key delivery requirements

- 1. Construction of 120 homes (net) on 5 hectares of land (the residential area).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. Land and proportionate financial contributions to secure a foot, cycle and wheel chair accessible bridge over the Oxford Canal to enable the site to be connected to the allocated site to the east of the A44 (policy PR8).**
- 4. Provision for required emergency services infrastructure.**
- 5. The provision of facilities for play areas and allotments to adopted standards within the developable area and contributions for off-site formal sports provision.**
- 6. The improvement, extension and protection of the existing orchard marked on the inset Policies Map for community benefit.**
- 7. Creation of a nature conservation area on 5.3 hectares of land as shown on the inset Policies Map, incorporating the community orchard and with the opportunity to connect to and extend Stratfield Brake District Wildlife Site.**
- 8. A new public bridleway/green link suitable for all-weather cycling and connecting Land at Stratfield Farm with Land East of the A44 (PR8) across the Oxford Canal, and key facilities on the A4165 including proposed sporting facilities at Land at South East Kidlington (PR7a) and Oxford Parkway.**

Planning Application Requirements

9. The application(s) shall be supported by, and prepared in accordance with a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council, Oxford City Council and the Canal and River Trust.

10. The Development Brief shall include:

(a) A scheme and outline layout for delivery of the required land uses and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.

(b) Points of vehicular access and egress from and to existing highways with, unless otherwise approved, at least two separate points: first, from the Kidlington Roundabout junction, and second, from Croxford Gardens.

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site, to the built environment of Kidlington, to the allocated site to the east of the A44 (Policy PR8) enabling access over the Oxford Canal and to existing or new points of connection off-site and to existing or potential public transport services. The scheme shall include an access road from the Kidlington Roundabout to the easternmost development parcels and the Stratfield Farm building complex.

(d) An outline scheme for pedestrian and cycle access to the surrounding countryside.

(e) Design principles which seek to deliver a connected and integrated extension to Kidlington and a high quality landscape setting which responds to the historic environment of the farm and the Oxford Canal.

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (11) below.

(g) The maintenance and enhancement of significant trees, existing tree lines and hedgerows.

(h) An outline scheme for vehicular access by the emergency services.

11. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), to be agreed with Cherwell District Council.

12. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and submitted Tree Survey and to be agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and for the protection of wildlife during construction.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) the re-creation and restoration of hedgerows reflecting the historic field pattern and enhancement of existing grassland habitats.

(d) demonstration that designated environmental assets will not be harmed, including no detrimental impacts on down-canal Sites of Special Scientific Interest and Local Wildlife Sites through hydrological, hydro-chemical or sedimentation impacts.

(e) measures for the protection and enhancement of wildlife corridors and existing water habitats.

(f) measures for enhancing existing designated and non-designated environmental assets.

(g) A scheme for the provision of in-built bird and bat boxes, wildlife connectivity between gardens and the viable provision of designated green walls and roofs.

(h) the creation of a green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local Wildlife Site.

(i) Measures to minimise light spillage and noise levels on habitats and wildlife corridors including to maintain connectivity for nocturnal species in an east-west direction.

(j) Measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the maintenance of a dark canal corridor through the minimisation of light pollution.

(k) Farmland bird compensation.

(l) Proposals for wildlife management in conjunction with conservation organisations.

(m) The protection and enhancement of the part of the site within the Lower Cherwell Conservation Target Area. There shall be no building in the CTA other than for a fenced footpath/cycle/wheelchair path and for the construction of the canal bridge.

13. The application(s) shall be supported by a phase I habitat survey including a habitat suitability index (HSI) survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), hedgerow and tree survey, surveys for badgers, water vole, otter, invertebrate, dormouse, breeding birds and reptiles, an internal building assessment for roosting barn owl, and an assessment of water bodies.

14. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

15. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation and having regard to guidance contained within the Council's Level I Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to

greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 SFRA.

16. The application should demonstrate that Thames Water, Natural England and the Environment Agency, have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

17. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with the identified heritage assets within and adjacent to the site, particularly Stratfield Farmhouse. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

18. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

19. The application shall include a management plan for the appropriate re-use and improvement of soils.

20. The application(s) shall include proposals for securing the long-term use, management and maintenance of public open green space and play area/public open green space.

21. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement.

22. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

23. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

24. The nature conservation area shall be kept free from built development and the application for planning permission shall include proposals for securing the area for that use in perpetuity.

Place Shaping Principles

25. A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with high-quality, publicly accessible and well connected green infrastructure and which provides a transitional interface with Stratfield Brake Sports Ground and Stratfield Brake District Wildlife Site and protects and enhances the Oxford Canal Conservation Area.

26. The establishment of a connecting pedestrian, cycle and wheelchair route from the site's junction with Kidlington Roundabout to the allocated site to the East of the A44 (policy PR8).

27. The maintenance and enhancement of native landscaping to emphasise the Green Belt location of the land outside of the residential area and to provide for the potential accommodation of that land within the Stratfield Brake District Wildlife Site.

28. The character and appearance of the Grade II Listed Stratfield Farmhouse and its setting is to be enhanced through appropriate building restoration and landscaping.

29. Layout and design that encourages the sustainable and safe management of waste by individual households while minimising the visual and pollution impacts.

Begbroke

5.98 The existing Local Plan (2015) explains the important economic roles of Kidlington, London-Oxford Airport and the University of Oxford's Begbroke Science Park. It describes the Science Park's potential for further growth to support the provision of land for hi-tech university spin-outs to help develop a high value economic base. The Plan recognises that the University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context the University Science Park is an important site.

5.99 The existing Local Plan provides for a small-scale Green Belt Review to be undertaken through a separate Local Plan Part 2, to help meet high value employment needs in an area of search centred on the Science Park and to help plan strategically for the facility to be at the forefront of leading research establishments.

5.100 We have published a study produced to inform that review which considers the Science Park's needs and ambitions and which concludes that approximately 14 hectares of land are required. The study then examines how parcels of land perform in meeting the defined purposes of Green Belts. In general terms, the study shows that there would be less harm to the Green Belt by extending the Science Park to the north, east and west.

5.101 Begbroke village is situated to the north-west of the Science Park. The village straddles the A44 which forms a physical and visual barrier between the historic core to its west and the suburban residential development to the east. Begbroke Conservation Area to the west comprises the original historic village core.

5.102 North of the Science Park and Begbroke village (east) is Langford Lane which connects the A44 and Kidlington immediately to the south of London-Oxford airport. Langford Lane is a focus of commercial activity providing access to the airport, Oxford Spire Business Park, Oxford Motor Park and Langford Locks Industrial Estate. This area has also been identified in the existing Local Plan (2015) as an area of search for a small-scale Green Belt Review for high value employment uses. A Technology Park has since been granted planning permission within that area to the south of Langford Lane.

5.103 In terms of providing housing to help meet Oxford's needs, there are clear advantages by the area being situated next to the University Science Park and on the A44 economic corridor between north Oxford and Woodstock.

5.104 There is a close social and economic relationship with Oxford. There is potential to integrate with sustainable transport improvements associated with the Oxford Transport Strategy and the A44/A4260 Corridor Study and there is an opportunity to build upon those improvements and to increase the level of connectivity with Kidlington. The Oxford Canal corridor provides a landscape setting to the area, an interface between Kidlington and Begbroke/Yarnton and connectivity with Oxford.

5.105 This means that the land to east of the A44 in the vicinity of Begbroke Science Park offers a unique opportunity for place shaping, to help meet Oxford's unmet housing needs and to do this in close association with the expansion of one of the University of Oxford's key economic assets.

5.106 Begbroke east, Kidlington and Yarnton have each been separated by Green Belt land since the inner boundary was established in 1992, with Green Belt policy applying to these areas on an interim basis prior to that from 1975. Their built-up areas are surrounded by the Green Belt.

5.107 Between the Science Park and Begbroke is Rowel Brook, a stream with associated tree cover which spans the gap between the edge of Kidlington and the A44 and continues in a north-westerly direction. Between Begbroke and Kidlington, the Brook connects with Rushy Meadows Site of Special Scientific Interest.

5.108 Agricultural land separates the Science Park from the Oxford Canal and the built-up area of Kidlington to the east and south-east, and from Yarnton (east) to the south-west. Sandy Lane, a minor but well-used road, links Yarnton to Kidlington via a level crossing on the London-Oxford-Birmingham railway line. Sandy Lane has a difficult, narrow bend as it crosses the canal into Kidlington. Formerly accessed from Sandy Lane, the Science Park now has its own designated access off the A44. Within Yarnton (east), a Garden Centre (Yarnton Nurseries) and residential properties are accessed from Sandy Lane. To the south of Sandy Lane agricultural land (predominantly) lies between Yarnton and the railway line and between the railway line and Kidlington within the canal's flood zone.

5.109 Although development in this area will result in a significant reduction of the Green Belt between Begbroke, Yarnton and Kidlington we consider that there is a clear opportunity here to create a very distinctive place and community that departs from the suburban development that has typified post-war residential development along the A44 prior to Green Belt designation.

5.110 In this location there are the 'ingredients' for a contemporary, higher density, environmentally responsible, landmark development which marks a new approach along the A44 to Oxford and which becomes the connecting centre piece of the Partial Review's vision for area. These 'ingredients' are:

1. the influence of a University Science Park
2. the rare opportunity to integrate from the outset with an overarching, planned sustainable transport strategy.
3. the proximity of canal and stream corridors
4. the availability of a wider area of land and the existing environmental assets to achieve significant net gains in biodiversity
5. the necessity to retain the separate identities of Begbroke, Yarnton and Kidlington.

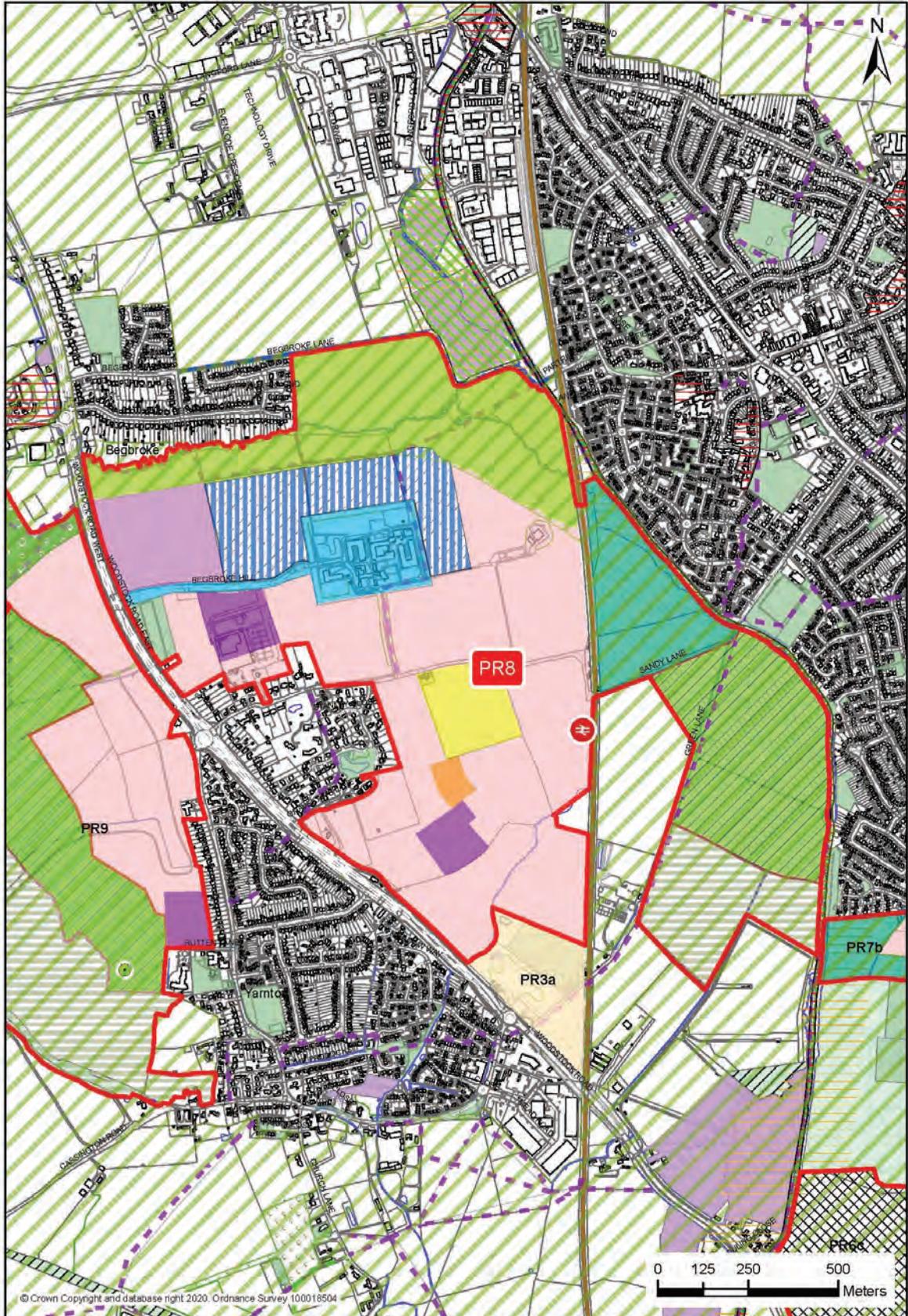
5.111 Land in the vicinity of the Science Park, to the north and south of Sandy Lane and to the west and east of the railway line has been promoted as being available and deliverable, mostly by the University colleges. We consider that the necessary housing development to help meet Oxford's needs can be accompanied by fully integrated sustainable transport infrastructure and services, landmark public open space, a comprehensively designed and substantial green infrastructure integral to the development and the achievement of modern, high-quality design that will benefit not only the new residents but the wider communities.

5.112 To do this we must achieve the following:

1. Residential-led development that is planned to respond to, and which is influenced by, the presence of a growing University Science Park in terms of its design, appearance and landscaping
2. A development that represents the 'best fit' with the County Council's Oxford Transport Strategy, its proposals for rapid transit into Oxford, which contributes in achieving an overall modal shift in the proportion of commuters accessing Oxford by public transport rather than by car, in the delivery of cycling improvements along the A44 and in improving sustainable transport connections between Kidlington, Begbroke and Yarnton
3. A new, balanced and cohesive community responding to both Oxford's housing needs and the economic attraction of the Science Park as a place to work and live
4. A minimal environmental footprint and the protection and enhancement of existing 'green' and 'blue' assets
5. The creation of a new, strong network of green infrastructure including the establishment of a canal-side park/public open space, the delivery of new nature conservation areas and recreational corridors and routes connecting to other development sites, enabling positive use of the Green Belt
6. The achievement of a contemporary, distinctive, higher density development; a community in its own right which helps retain the identity of surrounding settlements but which is connected to them and which encourages wider use of the development's green infrastructure, public open space and recreational routes by pedestrians, cyclists and wheelchair users from the wider Begbroke, Yarnton and Kidlington community
7. The provision of new schools so that they benefit educationally from the expanding Science Park.

5.113 Policy PR8 sets out how we intend to deliver this. The preparation of a comprehensive Development Brief will ensure a well-planned approach. We are also reserving land within the site to assist with the possible future development of a railway station/halt. Interest has been expressed by the university in exploring the possibility of an Oxford train service associated with the development and the expected expansion of the Science Park. We will continue to explore this with Network Rail, Oxfordshire County Council and rail service providers.

Policy PR8 - Policies Map - Land East of the A44



-  Site Boundary
-  Community Woodland
-  Conservation Areas
-  Conservation Target Areas
-  Existing Begbroke Science Park
-  Existing Green Space
-  Former Landfill Site
-  Historic Parks and Gardens
-  Land Reserved for Employment
-  Local Centre
-  Local Nature Reserve
-  Local Nature Reserve
-  Local Wildlife Site
-  Nature Conservation Area
-  NERC Act. S41
-  New Green Space/Parks
-  Oxford Canal Trail
-  PR3a (Safeguarded Land)
-  Primary School Use
-  Public Bridleway
-  Public Footpath
-  Restricted Byway
-  Reserved Land for Railway Station Halt
-  Reserved Site for Golf Course Replacement
-  Residential
-  Retained Agricultural Land
-  Revised Green Belt
-  Secondary School Use
-  Site of Special Scientific Interest (SSSI)

Policy PR8 - Land East of the A44

A new urban neighbourhood will be developed on 190 hectares of land to the east of the A44 as shown on inset Policies Map PR8. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 1,950 dwellings (net) on approximately 66 hectares of land (the residential area as shown).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. A secondary school on 8.2 hectares of land in the location shown, to incorporate a four court sports hall to Sport England specification, made available for community use.**
- 4. The provision of a primary school with three forms of entry on 3.2 hectares of land in the location shown.**
- 5. The provision of a primary school with two forms of entry on 2.2 hectares of land in the location shown if required in consultation with the Education Authority and unless otherwise agreed with Cherwell District Council.**
- 6. The provision of a local centre on one hectare of land in the location shown unless the location is otherwise agreed with Cherwell District Council. The Local Centre shall include provision for local convenience retailing (use class A1 - no more than 500 square metres net floorspace and no less than 350 square metres), ancillary business development (use class B1(a) only) and/or financial and professional uses (use class A2); a café or restaurant (use class A3); the provision of a community building to required standards providing the opportunity for social and childcare facilities, the opportunity for required health facilities to be provided and provision for required emergency services infrastructure.**
- 7. The provision of facilities for formal sports and play areas to adopted standards within the developable area.**
- 8. The creation of a publicly accessible Local Nature Reserve on 29.2 hectares of land based on Rowel Brook in the location shown.**
- 9. The creation of a nature conservation area on 12.2 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane as shown.**
- 10. The provision of public open green space as informal canalside parkland on 23.4 hectares of land as shown.**
- 11. The retention of 12 hectares of land in agricultural use in the location shown.**

12. New public bridleways suitable for pedestrians, all-weather cycling and wheelchair users connecting with the existing public right of way network.

13. Provision for a pedestrian, cycle and wheelchair bridge over the Oxford Canal to enable the site and public bridleways to be connected to the allocated site at Stratfield Farm (policy PR7b).

14. The reservation of 0.5 hectares of land within the developable area for a future railway halt/station in the approximate location shown unless otherwise agreed with Cherwell District Council in consultation with Oxfordshire County Council, Network Rail and rail service providers.

15. The reservation of 14.7 hectares of land for the potential expansion of Begbroke Science Park.

16. The provision of a limited number of new homes, to be agreed with the Council, to provide for students and those working for the University at the Science Park to support its expansion and reduce car journeys.

Planning Application Requirements

17. The application(s) shall be supported by, and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council, Oxford City Council, Network Rail and the Canal and River Trust.

18. The Development Brief shall include:

a. A scheme and outline layout for delivery of the required land uses and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.

b. Points of vehicular access and egress from and to existing highways with at least two separate, connecting points from and to the A44 and including the use of the existing Science Park access road.

c. An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including for public transport services), to the built environments of Begbroke, Kidlington, Yarnton and to existing or new points of connection off-site and to existing or potential public transport services.

d. Protection of existing public rights of way and an outline scheme for pedestrian and cycle access to the countryside surrounding Begbroke, Kidlington and Yarnton.

e. Accommodation of the pedestrian, cycle and wheelchair accessible bridge over the Oxford Canal.

f. In consultation with Oxfordshire County Council and Network Rail, proposals for the closure/unadoption of Sandy Lane, the closure of the Sandy Lane level crossing to motor vehicles (other than for direct access to existing properties on Sandy Lane), and the use of Sandy Lane as a 'green' pedestrian, cycle and wheelchair route between the development and the built-up area of Kidlington including the incorporation of a bridge or subway.

g. Design principles which seek to deliver an urban neighbourhood that responds positively to the Science Park and canal location and which respects the historic development of nearby villages.

h. Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (19) below.

i. The sites for the required schools and the Local Centre.

j. Proposals for the safe remediation and use of the former landfill site as shown including as a wildlife 'stepping stone' within the development.

k. The retention or replacement (to an equivalent quantity and quality) of the existing allotments and proposals for extending the allotment space in accordance with adopted standards.

l. The reserved land within the site for the future railway halt/station.

m. An outline scheme for vehicular access by the emergency services.

19. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology), prepared in consultation and agreed with Cherwell District Council. The BIA shall be informed by a hydrogeological risk assessment to determine whether there would be any material change in ground water levels as a result of the development and any associated adverse impact, particularly on Rushy Meadows SSSI, requiring mitigation. It shall also be informed by investigation of any above ground hydrological connectivity with the SSSI and Rowel Brook.

20. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed before development commences. The BIMP shall include:

a. measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction.

b. measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

c. demonstration that designated environmental assets will not be harmed, including no detrimental impacts on down-canal Sites of Special Scientific Interest and Local Wildlife Sites through hydrological, hydro-chemical or sedimentation impacts.

d. Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors.

e. measures for enhancing existing designated and non-designated environmental assets.

f. A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs.

g. measures for the protection and enhancement of Sandy Lane and Yarnton Lane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the required Local Nature Reserve.

h. the creation of a green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Rushy Meadows Site of Special Scientific Interest, the Meadows West of the Oxford Canal Local Wildlife Site and to Stratfield Farm (policy PR7b).

i. a scheme and programme for the creation of the required Local Nature Reserve and nature conservation area to be agreed with the Council. The scheme for the LNR shall include habitats to be restored to SSSI quality and measures for the protection of the Rushy Meadows SSSI. Both schemes shall provide for works to be undertaken outside of the bird nesting season.

j. measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the maintenance of a dark canal corridor through the minimisation of light pollution.

k. farmland bird compensation.

l. proposals for wildlife management in conjunction with conservation organisations including for the Local Nature Reserve and nature conservation area. The proposals shall include measures for restricting public access to sensitive habitats.

21. The application(s) shall be supported by a phase I habitat survey and protected and notable species surveys as appropriate, including surveys for badgers, nesting birds, amphibians (in particular Great Crested Newts), reptiles and for bats including associated tree assessment, hedgerow regulations assessment.

22. The application(s) shall be supported by a **Transport Assessment and Travel Plan** including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development. The **Transport Assessment** shall include consideration of the effect of vehicular and non-vehicular traffic on use of the railway level crossings at Sandy Lane, Yarnton Lane and Roundham.

23. The application shall be supported by a **Flood Risk Assessment** informed by a suitable ground investigation, and having regard to guidance contained within the Council's **Level 2 Strategic Flood Risk Assessment**. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of **Sustainable Drainage Systems** in accordance with adopted **Policy ESD7**, taking into account recommendations contained in the Council's **Level 1 and Level 2 SFRA**s. Residential development must be located outside the modelled **Flood Zone 2 and 3** envelope.

24. The application should demonstrate that **Thames Water, Natural England and the Environment Agency** have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

25. The application shall be supported by a **Heritage Impact Assessment** which will identify measures to avoid or minimise conflict with the identified heritage assets within the site, particularly the **Oxford Canal Conservation Area** and the listed structures along its length. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

26. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

27. The application(s) shall include proposals for securing the long-term use, management and maintenance of the community building, formal sports provision and play areas.

28. The application shall include a management plan for the appropriate re-use and improvement of soils.

29. The application(s) shall include proposals for securing the use of the **Local Nature Reserve, nature conservation area, public open green space/informal canalside parkland and agricultural land** in perpetuity.

30. In the interest of encouraging an educational relationship between the secondary school and the **University of Oxford's Begbroke Science Park**, the application(s) should demonstrate that the secondary school site has been designed in consultation with the **University of Oxford**.

31. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

32. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

Place shaping principles

33. A layout, design and appearance for a contemporary urban neighbourhood in a high-quality, publicly accessible and well connected green infrastructure and canal-side setting and for a location associated with a University Science Park and a primary transport corridor to Oxford.

34. A sensitively designed approach to the provision of the pedestrian, cycling and wheelchair route connecting the development, Sandy Lane and the canal-side parkland/public open space to the canal corridor and the new bridge over the canal to Stratfield Farm (policy PR7b).

35. Improved east-west pedestrian, cycle and wheelchair connections between the built-up areas of Yarnton, Begbroke and Kidlington.

36. The development of the secondary school shall include provision for out-of-school hours shared community use including indoor sports and provision for controlled pedestrian, cycle and wheelchair access between the site and Begbroke Science Park. The playing pitches should be located to help maintain a gap between the development and Begbroke village (east).

37. The Local Nature Reserve, nature conservation area, public open green space/informal canal-side parkland shall be designed to reflect and enhance local landscape character and wildlife including that of the Oxford Canal and Rowel Brook. These areas and the agricultural land shall be kept free of buildings to avoid harm to the remaining Green Belt.

38. The contrast between the dense urban development and canal-side parkland setting should be used as a positive and integral design feature.

39. The development must be designed to have a sensitive interface with Yarnton village (east). Development should provide an attractive frontage to the A44, to support a change in character away from a highways dominated environment, with appropriately located crossing points for pedestrians, cyclist and wheelchair users.

40. Development must not prevent the continued use of Begbroke Science Park or its potential expansion into the reserved area shown. It must not cause harm to the Grade II Listed Begbroke Farmhouse.

41. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

DRAFT

Yarnton

5.114 Yarnton is a large Category A village which has access to a range of services and facilities including a primary school. It is well connected to Oxford being in close proximity to sustainable transport routes which run through the village and along the A44 corridor. Yarnton is separated from Kidlington and Begbroke by Green Belt (approximately 1.5km and 800m gaps respectively). Yarnton is approximately 2 km from the city boundary.

5.115 Cassington Lane runs east-west through the southern part of the village. It is constrained from a highway perspective by its character, width and the presence of historic properties. However, Yarnton's location on the A44 means it is well situated to take advantage of sustainable transport improvements arising from the Oxford Transport Strategy and associated A44/A4260 Corridor Study.

5.116 Development east of the A44 in the vicinity of Begbroke Science Park also provides the potential to have a combined sustainable transport response to the planning of new development. The existing Woodstock-Oxford cycleway on the western side of the A44, part of National Cycle Route 5, is to be improved and new traffic management measures for the A44 are to be introduced.

5.117 The improved cycleway will link to a new 'Super Cycleway' to Oxford via Kidlington. This will be provided alongside the County Council's Rapid Transit proposals for enhanced bus infrastructure and services to the city. There is a clear opportunity to provide development on the western side of the A44 that is mutually compatible with and complements new development to the east and which could also bring some benefits for Yarnton.

5.118 The site to be allocated is predominantly farmland which lies to the west and north of the village. The eastern edge is defined by the built-up edge of Yarnton and the A44. To the north the edge of the site is close to but separated from Begbroke. Begbroke Wood, an ancient woodland and District Wildlife Site lies immediately to the north-west. Frogwelldown Lane, a public right of way and District Wildlife Site forms the south west boundary.

5.119 In landscape terms there is a strong sense of distinction between the elevated farmland to the west, north and south and the low lying situation of Yarnton to the east. There is the opportunity for some residential development on the lower slopes immediately to the north and west of the village without undue harm to the purposes of the Green Belt in that location and the wider landscape more generally. The development area will also have a strong visual link with the site to the east of the A44 (policy PR8).

5.120 This limited release of land will also provide the mechanism to secure much needed improvements to the local William Fletcher Primary School with land being reserved for its use – the replacement and improvement of playing fields and amenity space and to enable the potential expansion of the existing school buildings on the existing site.

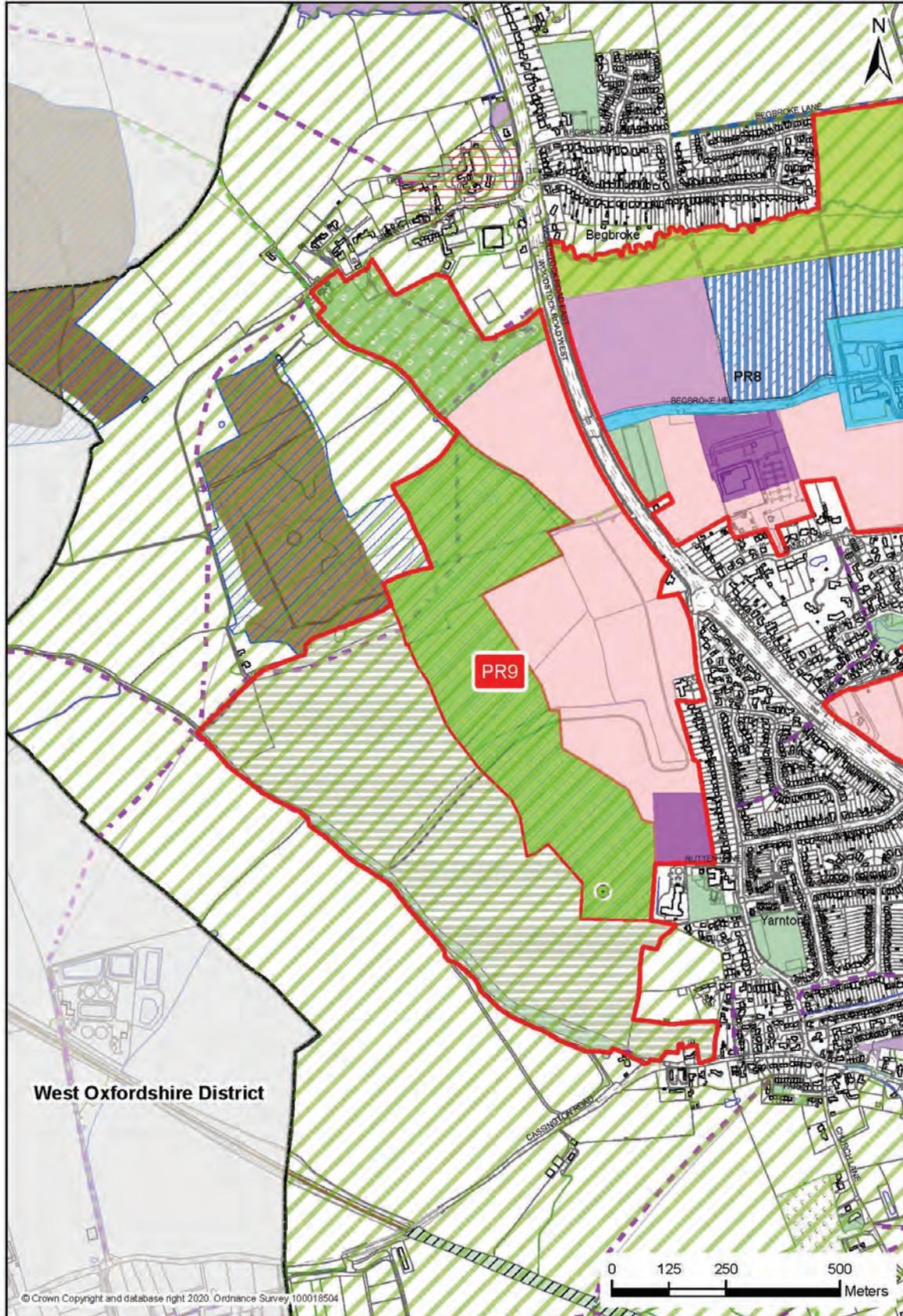
5.121. We are also seeking to enhance the beneficial use of the Green Belt within the site by requiring improved access to the countryside primarily through the establishment of publicly accessible informal parkland between the proposed built development and the retained agricultural land to the west. There will also be opportunities for significant ecological and biodiversity gains. The Council's priority will be the creation of a new Local Nature Reserve at the southern end of the site with good access to the primary school and existing public rights of way.

5.122 At the northern end of the site, to the north west of the development area, the Council will seek the provision of land to create new community woodland between Begbroke Wood and Dolton Lane which will help secure net biodiversity and provide a buffer for both Begbroke village and to help protect the ancient woodland.

5.123 There are also important green links/ wildlife corridors such as Frogwelldown Lane, within and adjacent to the site, the character of which the Council will seek to protect and enhance.

DRAFT

Policy PR9 - Policies Map - Land West of Yarnton





Policy PR9 - Land West of Yarnton

A village extension to Yarnton will be developed within 99 hectares of land to the west of Yarnton as shown on inset Policies Map PR9. Development proposals will be permitted if they meet the following requirements:

Key Delivery Requirements

- 1. Construction of 540 dwellings (net) on approximately 25 hectares of land (the residential area as shown).**
- 2. The provision of 50% of the homes as affordable housing as defined by the National Planning Policy Framework.**
- 3. The provision of 1.8 hectares of land for use by the existing William Fletcher Primary School to enable potential school expansion within the existing school site and the replacement of playing pitches and amenity space.**
- 4. The provision of facilities for formal sports, play areas and allotments to adopted standards within the developable area (unless shared or part shared use with William Fletcher Primary School is agreed with the Education Authority).**
- 5. The provision of public open green space as informal parkland on 24.8 hectares of land to the west of the residential area and a new Local Nature Reserve accessible to William Fletcher Primary School.**
- 6. The creation of an area of a community woodland within 7.8 hectares of land to the north-west of the developable area and to the east of Dolton Lane.**
- 7. The retention of 39.2 hectares of land in agricultural use in the location shown.**

Planning Application Requirements

- 8. The application(s) shall be supported by, and prepared in accordance with a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.**
- 9. The Development Brief shall include:**
 - (a) A scheme and outline layout for delivery of the required land uses and associated infrastructure. Minor variations in the location of specific uses will be considered where evidence is available.**
 - (b) At least two separate points of vehicular access and egress to and from the A44 with a connecting road between.**

(c) An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including public transport), to services and facilities in Yarnton, including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.

(d) Protection of existing public rights of way and an outline scheme for the creation of new pedestrian, cycle and wheelchair routes through the publicly accessible open space and to the surrounding countryside, including new public bridleways for horse riding, and connecting with the existing public right of way network.

(e) Design principles which seek to deliver a village extension to Yarnton which responds positively to development planned to the east of the A44 and the historic context of Begbroke (west).

(f) Outline measures for securing net biodiversity gains informed by a Biodiversity Impact Assessment in accordance with (9) below.

(g) The land reserved for education use by William Fletcher Primary School.

(h) An outline scheme for vehicular access by the emergency services.

10. The application(s) shall be supported by the Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) and agreed with Cherwell District Council.

11. The application(s) shall be supported by a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and agreed before development commences. The BIMP shall include:

(a) measures for securing net biodiversity gain within the site and within the residential area and for the protection of wildlife during construction.

(b) measures for retaining and conserving protected/notable species (identified within baseline surveys) within the development.

(c) demonstration that designated environmental assets will not be harmed, including no detrimental impacts to watercourses through hydrological, hydro-chemical or sedimentation impacts.

(d) measures for the protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees.

(e) the creation of a new green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the required Community Woodland and Begbroke Wood.

(f) Measures to minimise light spillage and noise levels on habitats especially along wildlife corridors.

(g) A scheme for the provision for in-built bird and bat boxes, for wildlife connectivity between gardens and for the viable provision of designated green walls and roofs.

(h) Farmland bird compensation.

(i) proposals for wildlife management in conjunction with conservation organisations including for the Local Nature Reserve and community woodland.

12. The application(s) shall be supported by a phase I habitat survey including habitat suitability index survey for great crested newts, and protected and notable species surveys as appropriate, including great crested newt presence/absence surveys (dependent on HSI survey), for badgers, breeding birds, internal building assessment for roosting barn owl, dormouse, reptile, tree and building assessment for bats, bat activity, hedgerow regulations assessment and assessment of water courses.

13. The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

14. The application shall be supported by a Flood Risk Assessment informed by a suitable ground investigation and having regard to guidance contained within the Council's Level 2 Strategic Flood Risk Assessment. A surface water management framework shall be prepared to maintain run off rates to greenfield run off rates and volumes, with use of Sustainable Drainage Systems in accordance with adopted Policy ESD7, taking into account recommendations contained in the Council's Level 1 and Level 2 SFRA's.

15. The application should demonstrate that Thames Water and the Environment Agency have been consulted regarding wastewater treatment capacity and agreement has been reached in principle that foul drainage from the site will be accepted into the drainage network.

16. The application shall be supported by a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with identified heritage assets within or adjacent to the site.

17. The application(s) shall be supported by a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate in any proposed development scheme.

18. The application shall include a management plan for the appropriate re-use and improvement of soils.

19. The application(s) shall include proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas.

20. A single comprehensive, outline scheme shall be approved for the entire site. The scheme shall be supported by draft Heads of Terms for developer contributions that are proposed to be secured by way of legal agreement. The application(s) shall be supported by a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

21. The application shall include an Employment, Skills and Training Plan to be agreed with the Council.

Place shaping principles

22. A layout, design and appearance to achieve an extension to Yarnton village that responds to the site's prominent position on the A44 corridor, its proximity and connectivity to the allocated site Land to the East of the A44 (policy PR8), the need to protect the identity of Begbroke village (west), the opportunity for sustainable travel into Oxford and the provision of green infrastructure and access to the countryside for the local community.

23. A layout, design and appearance that responds sensitively to the topography and landscape character of Frogwelldown Lane.

24. A landscaping structure for the community woodland which helps retain the perceived separation between Yarnton and Begbroke (west) and helps protect Begbroke Wood Local Wildlife Site.

25. Development which provides a frontage to the A44 which both reflects the character of Yarnton and responds to the planned development to the east of the A44.

26. The historic hedge lined bridleway of Dolton Lane shall be extended southwards through the developable area to create a potential connection to William Fletcher Primary School.

27. Layout and design that encourages the sustainable and safe management of waste by individual households and by residents collectively while minimising the visual and pollution impacts.

Providing the Infrastructure

5.140 To ensure that all 4,400 homes are delivered by 2031, there is a need to ensure a co-ordinated and planned approach to the provision of supporting infrastructure.

5.141 The responsibility for ensuring that the infrastructure necessary to support the planned developments is provided in a timely manner rests with the Council as local planning authority. Developers have a responsibility to provide infrastructure required to support new development when and how it is required. To ensure this happens we will:

1. work with site promoters/developers on development briefs for each site
2. ensure that applications for planning permission and associated legal undertakings are only approved / entered into if proposed developments comply with relevant planning policies and if the required infrastructure and its phasing is clearly secured
3. ensure that developments are implemented in accordance with planning permissions and legal agreements.

5.142 The Council and site promoters liaise with service providers such as the County Council on matters including highways and education and on necessary financial contributions to other supporting infrastructure. The District Council also has responsibilities as a service provider in ensuring that the required sport, recreation, community facilities and affordable housing are provided by developers together with any 'commuted sums' of money for the maintenance of facilities for a defined period.

5.143 The Council's Supplementary Planning Document provides guidance on Developer Contributions associated with new development. The Council has consulted on a draft Charging Schedule for a possible Community Infrastructure Levy, a potential complementary means of acquiring funds for infrastructure. However, it has not yet been determined whether the Council will introduce CIL, particularly as the Government is reviewing how CIL functions, and its relationship with securing developer contributions through 'Section 106' legal obligations and options for reform.

5.144 The strategies of service providers, such as the County Council's Local Transport Plan and its accompanying Oxford Transport Strategy, are important documents in understanding infrastructure needs.

5.145 The consideration of wider, cumulative infrastructure issues has been important in shaping the policies in this Plan. The infrastructure requirements of a growth area such as Oxfordshire are shaped not only by the specific requirements of individual developments, but by the incremental issues and deficiencies that arise from the processes of growth and change, the need for renewal and changes to national and local investment capabilities and priorities.

5.146 Consideration of these wider issues has been assisted by cooperative working (including with the Local Enterprise Partnership) and the completion of a countywide Oxfordshire Infrastructure Strategy (OxIS, 2017).

Oxfordshire Infrastructure Strategy

'Growth in Oxfordshire over recent decades has created a deficit in existing infrastructure. In particular the growth in journeys by road and rail has not been matched by sufficient government investment to enhance the network.'

OxIS 2017, p.6

5.147 OxIS identifies, maps and prioritises Oxfordshire's infrastructure requirements to 2040 and beyond. It seeks to:

1. set out the core projects and investment required to ensure Oxfordshire can continue to grow sustainably and successfully
2. strengthen the justification and evidence for securing funding, e.g. from strategic development sites or in business case development for external funding
3. promote the Oxfordshire 'brand' within the England's Economic Heartland (EEH) as well as within the sub-national, national and international contexts
4. develop the attractiveness of Oxfordshire as a business investment location
5. facilitate informed dialogue with communities, developers and key stakeholders on the growth planned and the challenges and opportunities this brings
6. deliver sustainable development of Oxfordshire, for both housing and employment, by identifying the infrastructure requirements to support it.

5.148 In delivering the developments identified in this Plan, liaison on infrastructure issues will be required with partner authorities including the County Council and Oxford City Council - for example to ensure a joined-up approach to the provision of additional school places and public open space where there are cross-boundary implementation matters to consider.

5.149 The cumulative impact of planned growth also requires cooperative working with Highways England, Network Rail and rail service providers. It informs local authority discussions with OxLEP and the National Infrastructure Commission to ensure that wider infrastructure needs arising from regional growth are considered at the national level.

5.150 In some cases, infrastructure issues will require the phasing of development to ensure that necessary services, facilities or apparatus are provided in advance. Evidence documents such as the Council's Water Cycle Study and transport report will be informative and planning applications for each site are required to be supported by Delivery Plans demonstrating how the implementation and phasing of the development shall be secured comprehensively.

5.151 The accommodation of growth in Cherwell to meet Oxford's needs will be accompanied by growth for the same purpose in the other Oxfordshire districts. The Oxfordshire Growth Board, the Oxfordshire Local Enterprise Partnership and the County Council as Highway Authority will therefore be important in ensuring a coordinated response to wider infrastructure needs and in making funding bids to central Government.

5.152 The clear relationship of the Partial Review's strategy to the growth of Oxford and the Oxford Transport Strategy creates further opportunities for securing combined infrastructure improvements to assist with the cumulative transport and highway issues faced by the north Oxford/south Cherwell area.

5.153 The County Council's A44/A4260 Corridor Study provided an assessment of the improvements that could be achieved by re-prioritising private through traffic from the A4260 (Kidlington centre) to the A44 and the implementation of the Rapid Transit proposals for public transport contained within the Oxford Transport Strategy. The development proposals in this Plan provide for those proposals to be enhanced and capitalised upon in the interest of achieving a significant increase in the percentage of people using public transport in the south Cherwell/North Oxford area and in terms of maximising the opportunities for cycling and walking.

5.154 Policy PR I I provides the Councils' commitment to securing the necessary infrastructure to help meet Oxford's needs. It supplements the similar Policy INF I of the existing Local Plan for meeting Cherwell's needs.

5.155 The Partial Review is also supported by an infrastructure schedule for the planned development and the delivery of the 4,400 homes by 2031. This supplements the updated Infrastructure Delivery Plan (IDP) for the existing Local Plan. The delivery of infrastructure will be monitored through the Council's Annual Monitoring Report process.

5.156 The Council will also monitor the delivery of strategic infrastructure emerging from countywide needs including that identified in the Oxfordshire Infrastructure Strategy and the emerging Oxford to Cambridge Expressway as part of its Annual Monitoring Report.

Policy PR I I - Infrastructure Delivery

The Council's approach to infrastructure planning to contribute in meeting Oxford's unmet housing needs will be to ensure delivery by:

I. Working with partners including central Government, the Local Enterprise Partnership, Oxford City Council, Oxfordshire County Council and other service providers to:

(a) provide and maintain physical, community and green infrastructure.

(b) identify infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery.

2. Keeping up-to-date a Developer Contributions Supplementary Planning Document setting out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space.

3. Ensure that development proposals demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social, sport, leisure and community facilities, wastewater treatment and sewerage, and with necessary developer contributions in accordance with adopted requirements including those of the Council's Developer Contributions SPD.

4. All sites are required to contribute to the delivery of Local Plan Infrastructure. Where forward funding for infrastructure has been provided, for example from the Oxfordshire Growth Board as part of the Oxfordshire Housing and Growth Deal, all sites are required to contribute to the recovery of these funds as appropriate.

DRAFT

Maintaining Housing Supply

5.157 We need to ensure that the homes we are planning for are delivered by 2031. We must also ensure that there is a sufficient supply of deliverable sites to maintain a five year requirement and an additional 5% buffer moved forward from later in the plan period. This is to meet national policy requirements for housing supply, including to provide for choice and competition. The buffer must increase to 20% if there is persistent under-delivery.

5.158 We need to plan our housing supply and monitor delivery to ensure that we meet our requirements. Developers, the Council and partners need to provide homes for those in need in a timely manner and to respond to the market demand.

5.159 The Partial Review of the Local Plan is a focused Plan to help meet the identified unmet needs of Oxford. We have developed a specific strategy to meet Oxford's needs; to fulfil our objectives and achieve a defined vision that does not undermine the delivery of the separate strategy for meeting Cherwell's needs.

5.160 Consequently, it is 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.

5.161 The Partial Review is a time limited plan. It has been prepared for a specific purpose and to ensure delivery by 2031. There may not be another Cherwell plan that is prepared specifically to meet Oxford's needs. The Oxfordshire Growth Board has agreed in principle to prepare a Plan on a joint basis which may change how Oxford's needs are planned for in the longer term. The five year requirement for Oxford's needs will therefore end in the last five years of the Plan period (2026-2031). Within those last five years the number of years of supply will be equal to the number of remaining years.

5.162 Until that time, we need to maintain a five year supply on a continuous basis. The Oxfordshire Growth Board agreed upon a common assumed start date of 2021 for the commencement of development after the adoption of the respective Local Plan reviews or updates without precluding earlier delivery. This recognised the complexity of the issues involved and to allow for reasonable 'lead-in' times.

5.163 In the interest of achieving well planned, high-quality development, our policies require development briefs to be prepared for each site. Applications for planning permission need to be prepared and considered. This is also a wholly new source of housing supply. There is no previous plan for Oxford's need in Cherwell with 'overspill' housing supply already identified. We therefore agree that the first five year period for monitoring delivery should be 2021 to 2026.

5.164 We need to plan our housing supply through use of a housing trajectory which must:

1. show that the required supply can be delivered by 2031
2. show that a five year supply of deliverable sites can be provided
3. show that there is provision to increase supply over the plan period if for an unanticipated reason the projected rate of housing delivery fall.

5.165 Because the Partial Review is a time limited, focused Plan we have built in a number of measures in the housing trajectory and policy PR12a to ensure that supply can be maintained:

1. we have defined a specific deliverable requirement of 1700 homes for the period 2021-2026
2. we are requiring developers to clearly show that they can contribute towards maintaining a five year supply.

5.166 Nevertheless, the Council cannot control the rate at which houses are delivered. If a five year supply cannot be raised for reasons outside the Council's control, planning applications for unplanned development might be submitted. We need to ensure that our objectives and vision are achieved and to avoid harm to the strategy for Cherwell. Consequently, policy PR12b necessitates a formal Council decision that additional land beyond that allocated in the Partial Review is needed to ensure the requisite housing supply and that the proposed developments comply with policy PR1 ('Achieving Sustainable Development for Oxford's needs').

Policy PR12a - Delivering Sites and Maintaining Housing Supply

The Council will manage the supply of housing land for the purpose of constructing 4,400 homes to meet Oxford's needs. A separate five year housing land supply will be maintained for meeting Oxford's needs.

At least 1700 homes will be delivered for Oxford for the period 2021 to 2026 for which a five year land supply shall be maintained on a continuous basis from 1 April 2021. The remaining homes will be delivered by 2031.

For the period 2026-2031, the Council will maintain a land supply equivalent to the number of remaining years of that period taking into account any delivery surplus or shortfall and a 5% additional requirement. If there has been a record of persistent under delivery of housing in meeting Oxford's needs, the Council will increase the buffer to 20%.

Permission will only be granted for any of the allocated sites if it can be demonstrated at application stage that they will contribute in delivering a continuous five year housing land supply (i.e. measured against the local plan housing trajectory). This will be achieved via the Delivery Plans required for each strategic development site.

In the interest of securing delivery, planning conditions will be used to place time restrictions on the unimplemented 'life' of planning permissions.

Should planning permission be granted for housing that will be delivered beyond 2031 and which results in the requisite 4,400 homes for Oxford being exceeded, this will be taken into account in meeting Cherwell's housing need in the next Local Plan review.

Should the 4400 homes not be fully delivered by 2031, they will continue to be developed but will not contribute in meeting Cherwell's housing need in the next Local Plan review.

Policy PRI2b –Sites Not Allocated in the Partial Review

Applications for planning permission for the development of sites to meet Oxford's needs that are not allocated in the Partial Review will not be supported unless:

1. Cherwell District Council has taken a formal decision that additional land beyond that allocated in the Partial Review is required to ensure the requisite housing supply.

2. the proposed developments comply with Policy PRI.

3. 50% of the homes are provided as affordable housing as defined by the National Planning Policy Framework.

4. the site has been identified in the Council's Housing and Economic Land Availability Assessment as a developable site.

5. that prior consultation has been undertaken with the local community in a form to be agreed with the Council and the proposed development has the demonstrable support of the local community.

6. the application is supported by:

(a) a comprehensive Development Brief and place shaping principles for the entire site to be agreed in advance by the Council in consultation with Oxfordshire County Council and Oxford City Council.

(b) a Delivery Plan demonstrating how the implementation and phasing of the development shall be secured comprehensively and how individual development parcels, including the provision of supporting infrastructure, will be delivered. The Delivery Plan shall include a start date for development, demonstration of how the development would be completed by 2031 and a programme showing how the site will contribute towards maintaining a five year supply of housing.

(c) a Biodiversity Impact Assessment (BIA) based on the DEFRA biodiversity metric (unless the Council has adopted a local, alternative methodology) to be agreed with Cherwell District Council.

(d) a proposed Biodiversity Improvement and Management Plan (BIMP) informed by the findings of the BIA and habitat surveys and to be agreed with the Council before development commences.

(e) a phase I habitat survey and other ecological surveys as appropriate.

(f) The application(s) shall be supported by a Transport Assessment and Travel Plan including measures for maximising sustainable transport connectivity, minimising the impact of motor vehicles on new residents and existing communities, and actions for updating the Travel Plan during construction of the development.

(g) a Flood Risk Assessment.

(h) a Heritage Impact Assessment which will identify measures to avoid or minimise conflict with identified heritage assets within or adjacent to the site. These measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

(i) a desk-based archaeological investigation which may then require predetermination evaluations and appropriate mitigation measures. The outcomes of the investigation and mitigation measures shall be incorporated or reflected, as appropriate, in any proposed development scheme.

(j) proposals for securing the long-term use, management and maintenance of the formal sports provision and play areas.

(k) draft Heads of Terms for developer contributions to be secured by way of legal agreement.

DRAFT

Our commitment to deliver

6.1 We need to monitor this plan to check the effectiveness of the policies and in particular whether it is delivering sustainable development. Monitoring assesses whether policies are being implemented and if targets are being met. If policies are not being implemented monitoring can explain why and assesses whether specific actions are required.

6.2 For each policy in the Partial Review of the Local Plan we have developed an indicator and a target which will be used to measure the policy's effectiveness and to assess whether or not the objectives are being met.

6.3 The SEA Directive requires monitoring of the significant environmental effects of the implementation of a plan or programme and this monitoring framework is set out in the Sustainability Appraisal accompanying the Partial Review. The SA lists a number of 'significant effects indicators'.

6.4 Data collected on monitoring indicators will be reported on in the Council's Annual Monitoring Report. The monitoring framework is provided at Appendix 5.

6.5 The housing trajectory at Appendix 3 will also be monitored each year in the Annual Monitoring Report in to ensure that the requisite rate of delivery is being achieved.

6.6 The progress in delivering supporting infrastructure, as set out in the Infrastructure Schedule, will also be reported on annually in consultation with service providers including the County Council through our monitoring reports.

6.7 The monitoring results will be reported upon alongside those for the existing, adopted Local Plan and used to assess whether specific actions are required.

6.8 At strategic level, the Oxfordshire Councils work cooperatively through the Oxfordshire Growth Board. The Council will need to ensure that Oxford City Council and its other partners are updated regularly on progress in delivering the allocated sites.

6.9 Policies PR12a and PR12b seek to maintain housing supply in the interest of ensuring that the Partial Review's objectives and vision are achieved. This is a focused Plan which includes changes to the Green Belt for exceptional reasons. It seeks to achieve specific objectives and a vision which are a response to the particular needs of Oxford. Ultimately, if it was clear to the Council that for unanticipated reasons, the vision and objectives could not be met, the Council would need to consider whether to seek revocation of the Plan by the Secretary of State primarily in the interests of protecting the Green Belt and releasing alternative sites.

Policy PRI3 - Monitoring and Securing Delivery

The delivery of the policies within this **Partial Review** of the **Local Plan** will be monitored at least annually against the framework at **Policy PRI2a** in order to complete the construction of 4,400 homes by 2031, to meet the strategic objectives and achieve the vision.

The **Council** will work closely with relevant site promoters, developers and landowners to ensure that **Development Briefs** and applications for planning permission are prepared and considered within a timescale that will facilitate the delivery of homes required to deliver the **Plan** requirement and the maintenance of land supply.

The **Council** will work in partnership with the **Oxfordshire** local authorities and other stakeholders to address strategic requirements arising from the cumulative effect of growth in the **County**. This will include the implementation of **Local Plans** and **County wide** strategies such as the **Local Transport Plan** and the **Oxfordshire Infrastructure Strategy** and associated monitoring.

The results of monitoring will be used to assess:

1. whether there are any obstacles to development that the **Council** can act upon.
2. whether there are any obstacles to development that require discussion with site promoters, developers, service and infrastructure providers or **Government agencies**.
3. whether there is a significant risk to the delivery of the **Plan's** requirements or the maintenance of land supply.
4. delivery progress including for reporting to the **Oxfordshire Growth Board**.

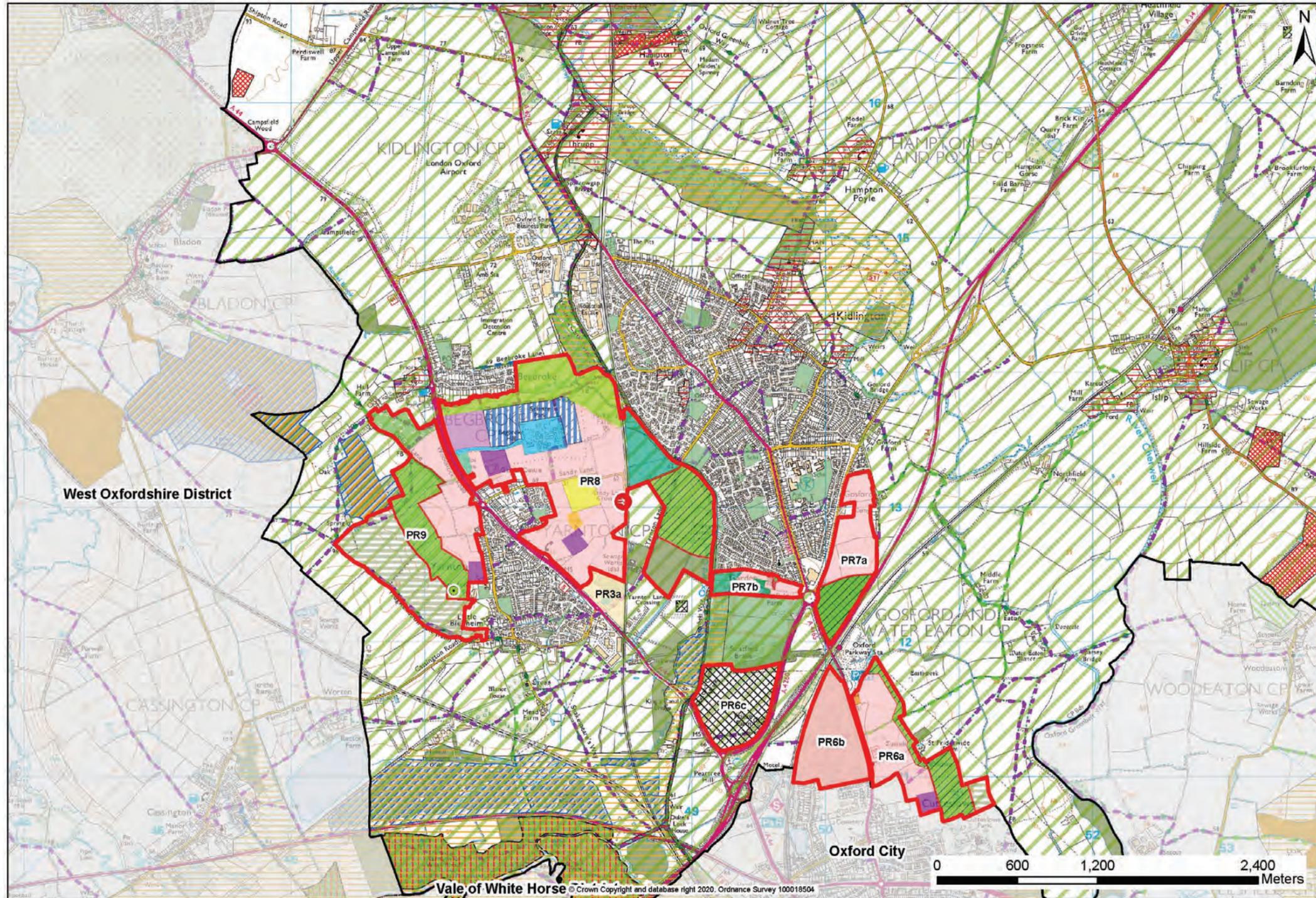
If monitoring indicates that the vision and objectives cannot be met, the **Council** will consider whether it wishes to ask the **Secretary of State for Housing, Communities and Local Government** to revoke the **Partial Review** under **Section 25** of the **Planning and Compulsory Purchase Act 2004** in the interest of releasing alternative sites that will achieve delivery by 2031.

DRAFT

Appendix I - Policies Map

DRAFT

Appendix 1 - Policies Map



-  Site Boundary
-  Ancient Woodland
-  Cherwell District
-  Community Woodland
-  Community Woodland
-  Conservation Areas
-  Conservation Target Areas
-  Existing Begbroke Science Park
-  Existing Green Space
-  Existing Orchard
-  Former Landfill Site
-  Historic Parks and Gardens
-  Land Reserved for Employment
-  Local Centre
-  Local Nature Reserve
-  Local Nature Reserve
-  Local Wildlife Site
-  Nature Conservation Area
-  Nature Conservation Area
-  Neighbouring Authority
-  NERC Act. S41
-  New Green Space/Parks
-  Outdoor Sports Provision
- Oxford Canal Trail
-  PR3a (Safeguarded Land)
-  Primary School Use
-  Public Access Land
- Public Bridleway
- Public Footpath
- Restricted Byway
-  Reserved Land for Railway Station Halt
-  Reserved Site for Golf Course Replacement
-  Residential
-  Retained Agricultural Land
-  Revised Green Belt
-  Scheduled Ancient Monument
-  Secondary School Use
-  Site of Special Scientific Interest (SSSI)
-  Special Areas of Conservation

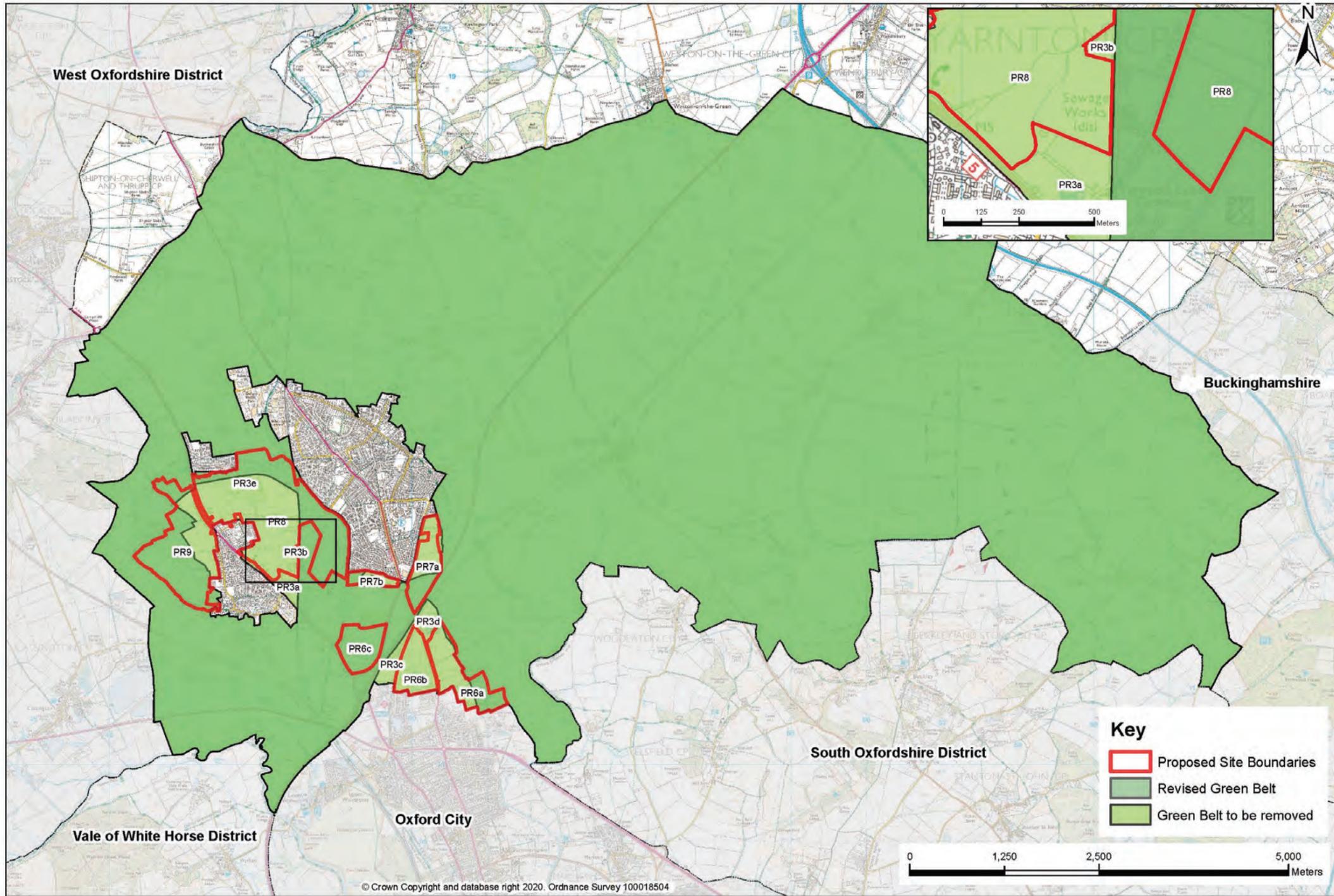
DRAFT

DRAFT

Appendix 2 - Green Belt Plan

DRAFT

Appendix 2 - Green Belt Plan



Appendix 3 - Housing Trajectory

DRAFT

Appendix 4 - Infrastructure Schedule

DRAFT

Appendix 4 - Infrastructure Schedule

The Infrastructure Schedule accompanying the Local Plan (Part1) Partial Review identifies infrastructure schemes to support growth and ensures that infrastructure needs for Cherwell are incorporated in the relevant infrastructure providers' plans and programmes. The process of infrastructure planning is an iterative one with the Council working with infrastructure providers to support the plan's growth and feeding into the wider strategic infrastructure programme led by the Oxfordshire Growth Board. Work will continue through more detailed planning stages such as the preparation of site development briefs and yearly monitoring of infrastructure planning and provision.

Growth for Cherwell is committed in the adopted Local Plan (2015) and supported by an infrastructure programme in its associated Infrastructure Delivery Plan (IDP). The IDP is updated on a yearly basis with information from infrastructure providers as part of the Council's Annual Monitoring Report. The Local Plan Part 1 Partial Review addresses Oxford's unmet housing needs within Cherwell and its preparation has considered the growth already committed in the adopted plan as well as seeking to avoid undermining the adopted plan's strategy and delivery of growth. Strategic infrastructure matters in south Cherwell are of equal relevance for the adopted Local Plan (Part 1) and the Local Plan (Part1) Partial Review.

As the Local Plan (Part1) Partial Review progresses to adoption, infrastructure monitoring and delivery will form part of the Council's yearly IDP updates and AMR reporting.

No.	Projects	Main aim	Priority	Phasing	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
Transport & movement											
1	Explore potential for a new rail station/halt between Kidlington and Begbroke	Identify potential for future new rail services and stations that reduce the reliance on private car for inter urban travel	Desirable	Long term	N/A	N/A	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2 Sept. 2017	PR8	LP1 PR representations on behalf of OU OCC	Long term aspiration being explored by the site promoter. Policy PR8 safeguards land so that future opportunities are not prevented. Delivery of LP1 PR does not depend on this scheme
2.	Expansion of Water Eaton P&R	Reduce the proportion and overall number of car journeys and	Necessary	Medium term	c. £14.5m	Local Growth Fund bids, developer	OCC, bus service providers, private developers	LTP4 LP1: Improved Transport and Connections (SLE4)	All LP1 PR sites _r	OCC OTS	Identified within LTP4 but no progress at this stage as a

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
		help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031		Contribution s.		LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			Medium term scheme
3.	P&R at London Oxford Airport	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Necessary	Medium term	c. £17m	Local Growth Fund bids, Developer contribution s., other third party contribution s.	OCC, bus service providers, private developers	P&R Study, OCC May 2016 OxIS Stage 2 Sept 2017	All LP1PR sites	OCC OTS	OCC negotiations with land owner are at an early stage.
4.	Bus Lane and bus stop improvements along the A4260/A4165	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017	All LP1PR sites	OCC OTS TA (ITP)	Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements. All OXON authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.
4a	Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	Reduce the proportion and overall number of car journeys.	Critical	Short to medium term	c. £3.87m	Potential sources of funding include: Emerging Oxfordshire Growth Deal	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	All LP1PR sites	OCC OTS TA (ITP)	Optioneering and feasibility work for section 4a has almost completed through Growth Deal funding.
4b	A4260 – southbound bus lane from The Moors to Benmead Road	and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	Short to medium term	c. £0.583m*	Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor	OCC, bus service providers, private developers	LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	All LP1PR sites	OCC OTS TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
4c	A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	Reduce the proportion and overall number of car journeys, and help deliver the transport changes provided for by the Oxford Transport Strategy	Critical	Short to medium term	TBC	Improvements. All OXON authorities sign off - February 2018	OCC, bus service providers, private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	All LP1 PR sites	OCC OTS TA (ITP)	
5	Signalised junctions along the A4260/A4165 corridor to improve bus movements (including Bus Gate near Kidlington centre)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC, bus service providers, private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	All LP1 PR sites	OCC OTS TA (ITP)	Initial corridor study set out the outline schemes through these sections
5a	A4260/Bicester Road Signalised junction – RT detection and advanced stop line		Critical	Short to medium term	c. £0.313m	Potential sources of funding include: Local Growth Fund bids, developer contributions	OCC, bus service providers, private developers		All LP1 PR sites		
5b	A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing		Critical	Short to medium term	c. £0.313m				All LP1 PR sites		
5c	Langford Lane/A4260 junction improvements with bus lanes on some approaches		Critical	Short to medium term	TBC				All LP1 PR sites		
6	Bus Lane improvements along the A44	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC, bus service providers, private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8 PR9	OCC OTS TA (ITP)	Optioneering and feasibility designs are near completion for all three sections along the A44 through Growth Deal Funding.
6a	Northbound and southbound bus lane on A44 between Langford Lane and Bladon Roundabout		Critical	Short to medium term	£3.89m	Potential sources of funding			PR8 PR9	OCC OTS TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
		Oxford Transport Strategy.	Critical Necessary Desirable	St 2018 - 2021 Mt 2021 - 2026 Lt 2026 - 2031		include: Oxfordshire Growth Deal North		A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017			
6b	Southbound bus lane on A44, between Langford Lane and Spring Hill junction		Critical	Short to medium term	TBC	Oxford All Modes Corridor	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	PR8 PR9	OCC OTS TA (ITP)	
6c	Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange		Critical	Short to medium term	TBC	Improvements, Local Growth Fund bids, developer contributions		LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8 PR9	OCC OTS TA (ITP)	
7	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	Pending development	Bus operator and developer funded	OCC, bus service providers, private developers		PR8	OCC OTS TA (ITP)	To be delivered by development proposal
8	Junction improvements facilitating cross-corridor bus movements (A44 to/from A4260)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC, bus service providers, private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4)	All LP1 PR sites	OCC OTS TA (ITP)	Optioneering and feasibility designs are near completion for 8a and 8b through Growth Deal Funding.
8a	Left turn bypass lane from A4095 Upper Campsfield Road to A44		Critical	Short to medium term	c. £1.04m	Potential sources of funding include: Oxfordshire Growth Deal		LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC OTS	
8b	Bus only left turn filter A44 to Langford Lane (General traffic to turn left from additional lane at junction)		Critical	Short to medium term	c. £1.04m	Oxford All Modes Corridor Improvements, Local Growth Fund Bids, developer contributions		A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017	All LP1 PR sites	TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
8c	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings		Critical Necessary Desirable Critical	Short to medium term	c. £1.04m	Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Fund bids, developer contribution	OCC, bus service providers, private developers	LP1, LTP & Emerging LP1 PR Policies	All LP1 PR sites	OCC OTS	8c was identified within the A44/A4260 corridor study but no further progress has been made at this stage.
8d	Upgrade of outbound bus stop on A4165 opposite Parkway		Critical	Short to medium term	TBC	TBC			All LP1 PR sites	TA (ITP)	
9	Cycle super highway along the A4260/A4165 to/from Oxford Parkway	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	c. £2.1m-5.25m	Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Funds bids, developer contribution	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept 2017	All LP1 PR sites	TA (ITP)	The cycle super highway along the A4260 between Kidlington Roundabout and Oxford city centre along the A4165 is going through optioneering and feasibility design through Growth Deal funding currently.
9a	Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre		Critical	Short to medium term	N/A		OCC private developers				
10	Pedestrian and cycle improvements linking Kidlington, Begbroke and Yarnton: Potential closure/unadoption of Sandy Lane to form green cycle/pedestrian route linking the A44 and the A4260 (Subject to consultation with OCC). This	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260	All sites	TA (ITP)	Potential sources of funding include: All Oxon authorities sign off - February 2018, Local Growth Fund bids, Developer contributions.

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status	
	will be the central spine of a network of footpaths/cycle ways through Land east of the A44 (PR8) and it will be cycle/pedestrian/ wheelchair accessible. Improving Green Lane linking Sandy Lane/Yarnton Road and the A44 to become a cycle track.			St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017				
11	Public Realm improvements on the A4260 between Benmead Road and Yarnton Road	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Necessary	Short term	c.£0.50m	Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local authority budget	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure LP1 PR: Kidlington centre (PR4b) Kidlington Masterplan A44 & A4260 Corridor Study, OCC April 2017	All LP1 PR sites	OCC TA (ITP)	Outline scheme identified through the A44/A4260 corridor study	
11a	20mph zone in centre of Kidlington on A4260 between Lyne Road and Sterling Approach	Integration of land use and transport in response to provide safe and attractive environments particularly in and around settlement centres	Desirable	Medium term	TBC	Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions Local authority budget	OCC private developers		All LP1 PR sites	OCC TA (ITP)	Outline scheme identified through the A44/A4260 corridor study	
12	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to key facilities on the A4165	Improving sustainable transport	Critical	Short to medium term	On-site transport mitigation/design	Development proposal	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4)	PR7b	CDC	To be delivered by development proposal	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	including proposed sporting facilities at Land South East Kidlington (PR7a) and Oxford Parkway	accessibility and active travel	Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	considerations. Pending development			LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: LTP4; OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)			
13	New public bridleways suitable for pedestrians, all-weather cycling, wheelchair use and horse riding, and connecting with existing public right of way network	Improving accessibility and active travel	Desirable	Short to medium term	Site/design considerations. Pending development	Development proposals	OCC private developers		PR8 PR9	CDC	Potential sources of funding include: Local Growth Fund bids DFT competitive fund Developer contributions
14	Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including suitable crossing over the Oxford Canal)	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	c.£503k*	Development proposals	OCC private developers Canal and River Trust	LTP4; OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	PR7b PR8	TA (ITP) CDC	*Includes bridge cost. Apportionment to both sites To be delivered by development proposal
15	New public bridleway/green link connecting Land at Stratfield Farm (PR7b) with Land East of the A44 (PR8) across the Oxford Canal, and exploration of links with the wider PRoW east of the A4:165.	Improving accessibility and active travel	Necessary								
16	Wheelchair accessible Pedestrian/Cycle bridge over the Oxford Canal linking Stratfield Farm (PR7b) to Land East of the A44 (PR8)	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	c.£250k**						**subject to feasibility and design To be delivered by development proposals
17	Sandy Lane – pedestrian and cycle new link over railway	Improve sustainable cross corridor connections	Critical	Short to medium term	c. £2m-5m	Pending development proposal	OCC Network Rail Private sector developers	LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8	OCC TA (ITP)	Potential sources of funding include: All Oxon authorities sign off February 2018 Network Rail
17a	Sandy Lane Level Crossing pedestrian/cycle bridge (Delivered with scheme 17 above)	between the A44 and the A4260	Critical	Short to medium term	c.£0.52m	Pending development proposal	OCC private developers	Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8	OCC TA (ITP)	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017			Local Growth Fund bids Developer contributions Delivered within site PR8 but relevant to improving sustainable connections between the A44 and A4260
18	Kidlington roundabout: provision of pedestrian/cycle crossing at the roundabout	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	c. £5.8m	Potential sources of funding include: Emerging Oxfordshire Growth Deal – North Oxford All Modes Corridor Improvement All OXON authorities sign off February 2018 Local Growth Funds bids Developer contributions	OCC Private developers	LTP4; OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR6a PR6b PR7a PR7b	OCC	Optioneering and feasibility design is being undertaken through Growth Deal Funding.
19	Public vehicular, cycle, pedestrian and wheelchair connectivity within the Land West of Yarnton site to services and facilities in Yarnton including William Fletcher Primary School, to the allocated site to the east.	Ensure safe access and integration with existing road network	Critical	Short to medium term	Transport mitigation/design considerations.	Development proposal	OCC private developers	LTP4; OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR:	PR9	OCC	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.		Critical	SI 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Pending development			Infrastructure Delivery (PR11)			
20	New walking and cycling routes from Land West of Yarnton (PR9) through Yarnton	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Transport mitigation/design considerations. Pending development	Development proposal	OCC private developers		PR9	TA (ITP)	To be delivered by development proposal
21	Cycle and pedestrian improvements along the A44 (between Bladon Roundabout and Peartree Roundabout) enabling: a) improved cycling facilities to link onto planned improvements to Pear Tree Roundabout b) pedestrian / cycle crossing through Langford Lane junction and across the A44 (Shared Use Path improvements and new provision)	Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	Short to medium term	Appportioned cost of A44 and Woodstock Road scheme. £8.23m	Potential sources of funding include: Emerging Oxfordshire Growth Deal - North Oxford All Modes Corridor Improvements All OXON authorities sign off February 2018 Local Growth Funds bids Developer contributions	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR9 PR8	OCC TA (ITP)	Optioneering and feasibility design work is nearing completion through Growth Deal Funding.
22	Cycle and pedestrian improvements along Langford Lane including enhancement to formalise		Critical		c. £0.772m						

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	crossing, Shared Use Path (SUP) on the western end of Langford Lane and hybrid cycle lanes for the eastern end.		Critical	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031							
23	Reduction of speed limit and pedestrian/cycling crossing at key locations along the A44 (from Sandy Lane to Cassington Road)	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Transport mitigation / design considerations. Pending development	Development proposal	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) A44 & A4260 Corridor Study, OCC April 2017 OxIS Stage 2, Sept. 2017	PR8 PR9	OCC TA (ITP)	
24	Footpaths/cycleways within proposed development sites that link new development to existing and proposed networks	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Scheme specific below	Scheme specific below	OCC private developers	LTP4:OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	All LP1 PR sites	PRoW Management Plan 2014	To be delivered by development proposals
25	Pedestrian/cycling/wheelchair accessibility from land east of Oxford Road (PR6a) to Water Eaton Park and Ride and Oxford Parkway Station		Critical	Short to medium term	Site transport mitigation / design consideration	Development proposal	OCC private developers		PR6a	TA (ITP)	Delivery likely to be linked to Green Infrastructure schemes below. To be delivered by development proposal.
26	Pedestrian/cycling/wheelchair accessibility from land west of Oxford Road (PR6b) to the employment opportunities at Oxford's Northern Gateway	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Site transport mitigation / design consideration	Development proposal	OCC private developers		PR6b	TA (ITP)	Delivery likely to be linked to Green Infrastructure schemes below. To be delivered by development proposal.

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
27	Upgrade existing footbridge over the railway linking to Northern Gateway to pedestrian/cycle/Wheelchair accessible providing links to Northern Gateway	Improving sustainable transport accessibility and active travel	Critical Necessary Desirable Critical	Short to medium term St 2018- 2021 Mt 2021 - 2026 L1 2026 - 2031	Site transport mitigation / design consideration	Development proposal	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	PR6b	OCC TA (ITP)	To be delivered by development proposal.
28	Pedestrian/cycling/wheelchair accessibility across A4165 from Land west of Oxford Road (PR6b) to services and facilities at Land East of Oxford Road (PR6a) and Oxford Parkway	Improving sustainable transport accessibility and active travel	Critical	Short to medium term	Site transport mitigation / design consideration	Development proposal	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017	PR6b	TA (ITP)	To be delivered by development proposal.
29	Footway along southbound carriage way of Bicester Road	Improving sustainable transport accessibility and active travel	Critical	Long term	Site transport mitigation / design consideration	Development proposal	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR7a	TA (ITP)	To be delivered by development proposal.
30	Pedestrian/cycling/wheelchair accessibility to Oxford Parkway, Water Eaton P&R, across to Bicester Road and to formal sports pitches on site	Improving sustainable transport accessibility and active travel	Critical	Long term	Site transport mitigation / design consideration	Development proposal	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	To be delivered by development proposal.
31	Vehicular spine route through Land East of the	Reduce the proportion and overall number of	Critical	Short to medium term	On-site transport mitigation /	Development proposal	OCC private developers	LTP4: OTS LP1 PR: Sustainable Transport (PR4a)	PR8	TA (ITP)	To be delivered by development proposal.

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	A44 (suitable for use by buses)	car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy.	Critical	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	design considerations			LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2, Sept 2017			
32	Highways Works to Kidlington Roundabout/Oxford Road to enable site access for Land at Stratfield Farm	Ensure safe access and integration with existing road network	Critical	Medium term	Site transport mitigation / design consideration	Development proposal	OCC private developers	LP1 PR: Infrastructure Delivery (PR11)	PR7b	OCC	To be delivered by development proposal
33	Pedestrian/Cycle bridges (wheelchair accessible)	Improving sustainable transport accessibility and active travel	Critical	Medium term	TBC	TBC	OCC private developers	LTP4: OTS LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure Delivery (PR11)	N/A	N/A	33
33a	Pedestrian/Cycle bridge over the Oxford Canal and Railway		Critical	Medium term	TBC	TBC	OCC private developers		PR8	TA (ITP)	33a
Education											
34	Primary School 2FE at Land East of Oxford Road	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	c. £11m	Developer contributions	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b	OCC	Early engagement with LEA needed to inform a site development brief and development proposals
35	Additional permanent accommodation at Edward Field Primary School	Expand the schools and colleges provision to match the needs of residents and businesses	Critical	Medium term	Specific project costs TBC (standard expansion rates are £	Pending development proposal	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b	OCC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
				St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		(LP1, LTP & Emerging LP1 PR Policies)			
36	Primary School 3FE at Land East of the A44	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	c. £15m	Developer contribution	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR8	OCC	Early engagement with LEA needed to inform a site development brief and development proposals and consideration of wider needs and provision.
	Primary School 2FE at Land East of the A44 if required- in consultation with the LEA and unless otherwise agreed with CDC	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Long term	c. £11m						
37	Additional permanent accommodation at William Fletcher Primary School Additional playing field land and new access road to Yarnton Residential and Nursing Home (c.1.8ha) Land West of Yarnton to facilitate the expansion of William Fletcher Primary school by 0.5 FE on the school site (to a 2 FE).	Expand the schools and colleges provision to match the needs of residents and businesses.	Critical	Medium term	Specific project costs TBC (standard expansion rates are £15.256 (2Q 17) per pupil). Cost of playing pitches provision on c.1.8 ha land at PR9 c. 326.4k	Developer contribution	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	PR9	OCC	Early engagement with LEA needed to inform a site development brief and development proposals
38	Secondary school (1100-place) at Land East of the A44	Expand existing and provide new schools to match the needs of residents and businesses.	Critical	Medium term	c. £34m	Developer contribution and Education and Skills Funding Agency funding streams for	OCC Education and Skills Funding Agency Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC	Early engagement with LEA needed to inform a site development brief and development proposals

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
39	SEN and early years school provision to meet projected needs either on site (including land) or adequate contributions to enable existing facilities to expand.		Critical	Medium term	TBC	Developer contributions	OCC Private sector developers	LP1: Meeting education needs (BSC7) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	OCC	
Utilities											
40	Water supply links and network upgrades	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	Thames Water on LP1 IDP update	TW preparing AMP7 (2020-2025) which will provide specification of upgrades. To be funded and provided as development comes forward.
41	Sewerage links and treatment works upgrade										
41a	Wastewater Infrastructure upgrades required to serve Site Policy PR6a	Ensure utilities infrastructure grows at the same rate as communities	Critical	Medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR6a	WCS Nov.2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary
41b	Wastewater Infrastructure upgrades may be required to serve Site Policy PR8		Critical	Medium term		To be funded by TW and private developers	Thames Water Private sector developers		PR8	WCS Nov.2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary
42	Oxford WwTW upgrade will be required	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8)	PR6a, PR6b, PR9	WCS Nov 2017	Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
43	Cassington WwTW upgrade will be required	Ensure utilities infrastructure grows at the same rate as communities	Critical	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Public Service and Utilities (BSC9) LP1: Water Resources (ESD8) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b PR8	WCS Nov.2017	Natural England (NE) when necessary. Early engagement with TW and with the Environment Agency (EA) and Natural England (NE) when necessary
44	Water conservation measures	Promote sustainable use of water. Maintaining quality and adequate resources	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by TW and private developers	Thames Water Private sector developers	LP1: Water Resources (ESD8) LP1: Protection of Oxford Meadows SAC (ESD9) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites		Developers to engage with TW to draw up water and drainage strategies outlining the developments water and waste water infrastructure.
45	Agreement in principle needed with DNO (Southern Electric Power Distribution) for any modification to overhead lines or development beneath overhead lines/undergrounding of overhead lines in relation to any development site.	Ensure utilities infrastructure grows at the same rate as communities	Critical	Short to medium term	Costs to be determined as individual development comes forward	To be funded by SEPD and private developers	SEPD Private sector developers	LP1: Public Service and Utilities (BSC9) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR6c PR7a PR8 PR9	SEPD Consultation Nov.16- Jan17 Consultation	
Flood risk											
46	Agreement in principle from TW that foul drainage from the site will be accepted into their network as part of any planning application	Reducing potential flooding and pollution risks from surface water.	Critical	Short to medium term	Costs to be determined as individual development comes forward	TW Private sector developers	TW Private sector developers	LP1: Sustainable Flood Risk Management (ESD6) LP1: Sustainable Drainage Systems (SuDs) (ESD7) LP1: Water Resources (ESD8)	All LP1 PR sites	SFRA L2May 2017	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
47	Site specific FRA with detailed analysis and ground investigation to inform SuDS techniques and demonstrating suitable dry site access and egress for each development site.		Critical	Short to medium term	Costs to be determined as individual development comes forward	Private sector developers	EA TW Private sector developers	LP1: Protection of Oxford Meadows SAC (ESD9) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	SFRA L2May 2017	To be delivered by development proposal
48	Provision of blue corridors for public open space/ recreation within those areas of the site in FZ 3		Critical	Short to medium term		Private sector developers	EA Private sector developers		PR6a PR7a PR8	SFRA L2May 2017	To be delivered by development proposal
Emergency and rescue services											
49	Provision of Neighbourhood Policing facilities to serve the additional growth identified in the area. This could be through the provision of new touchdown offices as part of planned community Facilities/Centres on the identified new housing sites or through the adaptation/alteration and/or extension of existing TVP facilities in the local area.	To ensure the delivery of safe and secure communities where crime and the fear of crime is minimised.	Necessary	Medium term	Not known at this stage	To be funded via Developer contributions	CDC TVP Private Developers	LP1 – BSC9: Public Services and Utilities LP1 PR: Infrastructure Delivery (PR11) LP1 PR: Infrastructure	All LP1 PR sites	TVP	Linked to progress of delivery of new housing schemes
Health											
50	Provision of GP health facilities: either through redevelopment of Exeter Hall to accommodate existing practices in larger premises as a preferred approach or through Local Centre space allocated as part of PR6a and PR8.	Ensure health infrastructure grows at the same rate as communities	Critical	Medium to Long term	TBC	OCCG Private developers	OCC Private developers	LP1: Securing health and wellbeing (BSC8) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b PR8 PR9	OCCG CDC	Funding sources include: NHS England Estates and Technology Transf on Fund Developer contributions
Community infrastructure											

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
51	Sports hall at PR8 Secondary School for shared community use – one additional 4 court sports hall to Sport England specification 34.5 x 20 x 7.5 (690 sqm)	Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure	Necessary	Medium Term	c. £2.34m	Private developers	OCC CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC OCC	To be delivered with scheme38 above
52	Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre		Necessary	Long Term	c. £5.71m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	
53	Community building as part of onsite local centre at Land East of Oxford Road (community facility space of no less than 522m2)	Creation of a sustainable, mixed use development which provides opportunities for community cohesion	Necessary	Medium Term	c. £1.25m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b	CDC	To be delivered by development proposal
54	Community building as part of onsite local centre at Land East of A44 (community facility space of no less than 862m2)		Necessary	Medium Term	c. £1.8m	Private developers	CDC Private developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposal
55	Extension to Kidlington Cemetery	Ensure social infrastructure grows at the same rate as communities	Necessary	Long term	c. £142.8k	Private sector developers	Kidlington PC CDC Private developer	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	
56	Expansion of community facilities located at St John's Baptist Church	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to long term	TBC through work on site's development brief	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12) LP1 PR: Infrastructure Delivery (PR11)	PR7a PR7b	CDC	To be delivered by development proposal
57	Expansion of community facility in the vicinity	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium term	TBC through work on	Private developers	CDC Private Developers	LP1: Indoor Sport Recreation and Community Facilities (BSC12)	PR9	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	where known development brief			LP1, LTP & Emerging LP1 PR Policies LP1 PR: Infrastructure Delivery (PR11)			
Open space, recreation and biodiversity											
58	Oxford Canal – Improvement to towpath infrastructure	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long term	TBC	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) LP1: The Oxford Canal (ESD16) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All sites subject to consultation with Canal and Rivers Trust	Canal & River Trust Nov.16- Jan17 Consultation	The canal with its towpath provides a direct route into central Oxford from the Kidlington/Begbroke area.
59	Measures for the protection and enhancement of the Oxford Canal corridor and towpath including the creation and restoration of water vole habitat in the Lower Cherwell Conservation Target Area and the of a dark canal corridor through the minimisation of light pollution	Ensure social infrastructure grows at the same rate as communities	Necessary	Medium to Long term	c.£112.2k	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) LP1: The Oxford Canal (ESD16) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR 7b PR8	CDC	To be delivered by development proposals Costs to be apportioned
60	Compensatory land for open space, countryside access and improvements c.19.6 ha at Land east of the Oxford Road (PR6a) c.30h at Land at Frieze Farm if need for replacement Golf Course is demonstrated (PR6b and PR6c) c. 11ha at Land South East of Kidlington for	Compensatory improvements to Green Belt land environmental quality and accessibility	Critical	Short to Medium term	Scheme specific below	Scheme specific below	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP: Oxford Green Belt (ESD14) LP1 PR: The Oxford Green Belt (PR3)	PR6a PR7a PR7b PR8 PR9	CDC	To be delivered by development proposals

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	sports provision/new open green space/park c. 6.80 ha at Land at Strafield Farm c.79 ha at Land East of the A44 (PR8) c. 24.8ha at Land West of Yarnton			St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				LP1 PR: Infrastructure Delivery (PR11)			
61	Provision of formal sports, play areas and allotments to adopted standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	Scheme specific below	Private developers	CDC Private developers Parish Councils	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	To be delivered by development proposals
62	Formal sports provision at Land East of Oxford Road	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£ 147.8K	Private Developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)	PR6a	CDC	To be delivered by development proposals
63	Formal sports provision at Land East of the A44	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£ 79.8K	Private Developers	CDC Parish Council Private developers	Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposals
64	Formal sports provision at Land West of Yarnton	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£ 222.2K	Private Developers	CDC Parish Council Private developers	Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposals
65	Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G and increasing its size.	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies	Necessary	Medium term	c. £400k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor	All LP1 PR sites	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
		in provision are addressed	Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	(where known)	(where known)		LP1, LTP & Emerging LP1 PR Policies)			
66	Formal sport pitches provision at Land South East Kidlington (PR7a) including: 2 3G football pitches and 1 cricket ground		Necessary	Long term	c. £3.17m	Private developers	CDC Private developers	Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11) LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	Provision of land at PR7a. To be delivered by development proposals
67	Play areas provision at Land East of Oxford Road including: 3 LAPs, 2 LEAPs, 1 NEAP and 1 MUGA	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	c.£1.05m	Private Developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered by development proposals
68	Play areas provision at Land West of Oxford Road including: 2 LAPs, 1 LEAP, 1 NEAP		Necessary	Medium term	c.£756.4k	Private Developers	CDC Parish Council Private developers	ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b	CDC	To be delivered by development proposals
69	Play areas provision at Land South East Kidlington including: 1 LAP and 1 LEAP	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Long term	c.£217.8k	Private Developers	CDC Parish Council Private developers		PR7a	CDC	To be delivered by development proposals
70	Play areas provision at Land at Stratfield Farm including: 1 LAP and 1 LEAP		Necessary	Medium term	c.£217.8k	Private Developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local	PR7b	CDC	To be delivered by development proposals

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
71	Play areas provision at Land East of the A44 including: 5 LAPs, 3 LEAPs, 2 NEAPs and 1 MUGA	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Critical Necessary Desirable Necessary	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031 Medium term	c.£1.8m	Private Developers	CDC Parish Council Private developers	Standards of Provision – Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposals
72	Play areas provision at Land West of Yarnon including: 2 LAPs, 1 LEAP, 1 NEAP and 1 MUGA		Necessary	Medium term	c.£840k	Private Developers	CDC Parish Council Private developers		PR9	CDC	To be delivered by development proposals
73	Allotments to be provided at Land East of Oxford Road (0.47ha)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£140k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered by development proposals
74	Allotments to be provided at Land West of Oxford Road (0.38ha)		Necessary	Medium term	c.£113.2k	Private developers	CDC Parish Council Private developers		PR6b	CDC	To be delivered by development proposals
75	Allotments to be provided at Land South East of Kidlington	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Long term	c.£59.5k	Private developers	CDC Parish Council Private developers		PR7a	CDC	To be delivered by development proposals
76	Allotments to be provided at Land at Stratfield Farm	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£59.5k	Private developers	CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be delivered by development proposals
77	Retention or replacement (to an equivalent quantity and quality) of the existing	Provision of open space and green infrastructure to	Necessary	Medium term	c.£536k*	Private developers	CDC Parish Council Private		PR8	CDC	To be delivered by development

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	allotments at Land East of the A44 and extending allotment space in accordance with adopted standards (1.8 ha) Land West of Yarnton	meet growth needs and addressing changing attitudes towards food growing. Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£113.2k	Private developers	developers CDC Parish Council Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	proposals *Cost of new provision (1.8 ha) To be delivered by development proposals
78	Exploring marked running routes associated with both existing green space and new open space on strategic sites as part of development briefs	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Medium term	Through work on site's development brief	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	To be delivered by development proposals
79	A replacement of Golf facility at Land at Frieze Way Farm PR6c should the need for replacement be demonstrated	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Critical*	Short to medium term	c. £4m	Private developers	CDC Private developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b PR6c	CDC	*should the need for replacement be demonstrated
80	Amenity open space, natural and semi natural green space and Parks and Gardens to be provided as part of development in accordance to standards	Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed	Necessary	Short to Long term	Scheme specific below	Private developers CDC	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR Sites	CDC	To be delivered through: • Development sites through the planning application process in accordance to adopted Local Plan requirements and the
81											

No.	Projects	Main aim	Priority Critical Necessary Desirable	Phasing St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031	Costs (where known)	Funding (where known)	Main Delivery Partners	Policy links (LP1, LTP & Emerging LP1 PR Policies)	LP1 PR site policy	Source	Delivery status
82	Retention of c. 3 ha of land in agricultural as part of Land East of the Oxford Road (PR6a)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	N/A	N/A	CDC Private sector developers		PR6a	CDC	preparation of site development briefs.
83	Retention of c. 12 ha of land in agricultural as part of Land East of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	N/A	N/A	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	
84	Retention of c. 39 ha of land in agricultural as part of Land West of Yarnton (PR9)	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	N/A	N/A	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	
85	Extension to Cutteslowe Park (c.11ha), including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Medium term	c. £2.2m	Private sector developers	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				Delivery (PR11)			
86	Enhancements to woodland area (along northern boundary of PR6b)		Desirable	Medium term	c. £199.5k	Funded by development proposal	CDC Private sector developers		PR6b	CDC	To be delivered by development proposal
87	Enhanced area of woodland along the south-eastern boundary of Land south East of Kidlington (PR7a) and the establishment of a new area of woodland planting	Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing.	Desirable	Long term	c.£342k	Funded by development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7a	CDC	To be delivered by development proposal
88	Protection and improvement of Orchard in Stratfield Farm	Provision of open space and green infrastructure to meet growth needs	Necessary	Medium term	c. £110.1k	Funding by development proposal	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10)	PR7b	CDC	To be delivered by development proposal
89	Maintenance and enhancement of protected trees, existing tree lines and hedgerows	and addressing changing attitudes towards food growing.	Necessary	Medium term	c.£40.8k	Funded by development proposals	CDC Private sector developers	Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17)	PR7b	CDC	To be delivered by development proposal
90	Re-creation and restoration of hedgerows reflecting historic field pattern and enhancement of existing grassland habitats.		Necessary	Medium term			CDC Private sector developers	LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be delivered by development proposal
91	Nature conservation area (c.5.3 ha), incorporating the community orchard (scheme 88 above) and with potential to link to and extend Stratfield Brake DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	c. £1.28m	Private sector developer	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR7b	CDC	To be developed by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
			Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				(LP1, LTP & Emerging LP1 PR Policies)			
92	Public open green space as informal canal side parkland on 23.4 hectares of land as shown		Necessary	Medium term	c. £4.7m	Development proposal	CDC Private sector developers		PR8	CDC	To be delivered by development proposal
93	New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	c. £5.95m	Development proposal	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	To be delivered by development proposal
94	A nature conservation area on c. 12.2 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane		Necessary	Short to Long term	c. £2.49m	Development proposal	CDC OCC BBOT Private sector developers		PR8	CDC	To be delivered by development proposal
95	Local Nature Reserve at Land West of Yarnton (c. 0.29 ha) accessible to William Fletcher Primary School	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	c. £59.1k	Development proposal	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal
96	New community woodland (7.8 ha) to the north west of PR9 developable area and to the east of Dolton Lane	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and	Necessary	Medium term	c. £2.3m	Development proposal	CDC Private sector developers		PR9	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
		creation of BAP habitats	Necessary	Short to Long term	Scheme specific below	Scheme specific below	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	To be delivered by development proposal
97	Green Infrastructure corridors and active travel: Green Infrastructure network connecting wildlife corridors (including through developable areas), improving existing corridors and improving and protecting hedgerows network and protection of mature trees	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Short to Long term	Scheme specific below	Scheme specific below	CDC Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	All LP1 PR sites	CDC	To be delivered by development proposal
98	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all-weather cycle route along PR6a's eastern boundary. Connecting Cutteslowe Park with Oxford Parkway Railway Station/Water Eaton Park and Ride and provide connection with existing PRoW network		Necessary	Medium term	c. £1.6m	Private sector developers	CDC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered by development proposal
99	Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	c.£816k	Private sector developers	CDC BBOWT Private sector developers	LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR6a	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
100	Examination of provision of wildlife corridors over or under the A34 and A4260 (Frieze Way) to Stratfield Break DWS	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Critical Necessary Desirable Necessary	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031 Short to Long term	Pending development proposal	Pending development proposal	CDC OCC BBOT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR6b	CDC	To be delivered by development proposal
101	Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local Wildlife Site	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Medium term	c.£581k	Private sector developers	CDC OCC BBOWT Private sector developers		PR7b	CDC	To be delivered by development proposal
102	Protection and enhancement of Sandy Lane and Yarnton Lane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the proposed Local Nature Reserve at Land east of the A44 (PR8)	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	Delivered through schemes 92 and 94	Private sector developers	CDC OCC BBOWT Private sector developers		PR8	CDC	To be delivered by development proposal
103	Green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line. Includes improvement of the existing network including within the Lower Cherwell CTA and to the Rushy Meadows SSSI, the Meadows West of the Oxford	Provision of open space and green infrastructure to meet growth needs and facilitate active travel	Necessary	Medium term	c. £161.2k	Private sector developers	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR:	PR8	CDC	To be delivered by development proposal

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
	Canal Local Wildlife Site and to Stratfield Farm (PR7b)		Critical Necessary Desirable	St 2018- 2021 Mt 2021 - 2026 Lt 2026 - 2031				Infrastructure Delivery (PR11)			
104	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community Woodland at PR9 and Begbroke Wood	Provision of open space and green infrastructure to meet growth needs	Necessary	Medium term	c. £3.36m	Private sector developers	CDC OCC BBOWT Private sector developers	LP1: Open Space, Outdoor Sport Recreation Provision (BSC10) Local Standards of Provision - Outdoor Recreation (BSC11) Green Infrastructure (ESD17) LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To be delivered by development proposal
105	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees	Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	c. £4.6m	Development proposal	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR9	CDC	To delivered by development proposal
106	Development proposals for Land East of the A44 (PR8) are required to undertake an investigation of the former land field site south of Sandy Lane to then remediate the site for a use compatible with the proposals and retained uses in the area as detailed in Policy PR8	Establishing if land contamination has the potential to be present on historic land uses and surrounding area and explore remediation	Desirable	Medium Term	Pending development proposal	Private developer	CDC EA Private developer	1996 Local Plan Saved Policy: Development on contaminated Land (ENV12)	PR8	CDC	To delivered by development proposal
107	Ecological Mitigation and	Enhance natural	Necessary	Short to Long	Site	Private	CDC	LP1: Protection and	All LP1	CDC	To be delivered

No.	Projects	Main aim	Priority	Phasing	Costs	Funding	Main Delivery Partners	Policy links	LP1 PR site policy	Source	Delivery status
108	Compensation - habitat creation and management. Farmland bird compensation required from proposals for site policies PR6a, PR7a, PR7b; and PR9	environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	mitigation/development considerations	sector developers	OCC BBOWT Private sector developers	Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17)	PR sites PR6a PR7a PR7b PR9	CDC	following the progression of the Strategic Sites through the planning application process
109	Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area	restoration and creation of BAP habitats	Necessary	Short to Long term	Site mitigation/development considerations	Private sector developers	CDC OCC BBOWT Private sector developers	LP1 PR: Infrastructure Delivery (PR11)	PR6a PR6b PR7a PR7b PR8 PR9	CDC	To be delivered following the progression of the strategic sites through the planning application process
110	Protection of the orchard and waterbody at St. Frideswide Farm		Desirable	Medium term	TBC	TBC	CDC Private sector developers		PR6a	CDC	
111	Community Woodland east of Dolton Lane PR9		Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers		PR9	CDC	
112	Local Nature Reserve based on Rowel Brook at Land East of the A44 (PR8)	Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats	Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers	LP1: Protection and Conservation of Biodiversity and the Natural Environment (ESD10) Conservation Target Areas (ESD11) Green Infrastructure (ESD17) LP1 PR: Infrastructure Delivery (PR11)	PR8	CDC	
113	Local Nature Reserve based on Frogwelldown Lane DWS and educational opportunities for PS (PR9)		Necessary	Short to Long term	TBC	TBC	CDC OCC BBOWT Private sector developers		PR9	CDC	

Appendix 5 - Monitoring Framework

DRAFT

Appendix 5 – Monitoring Framework

Plan Monitoring Schedule

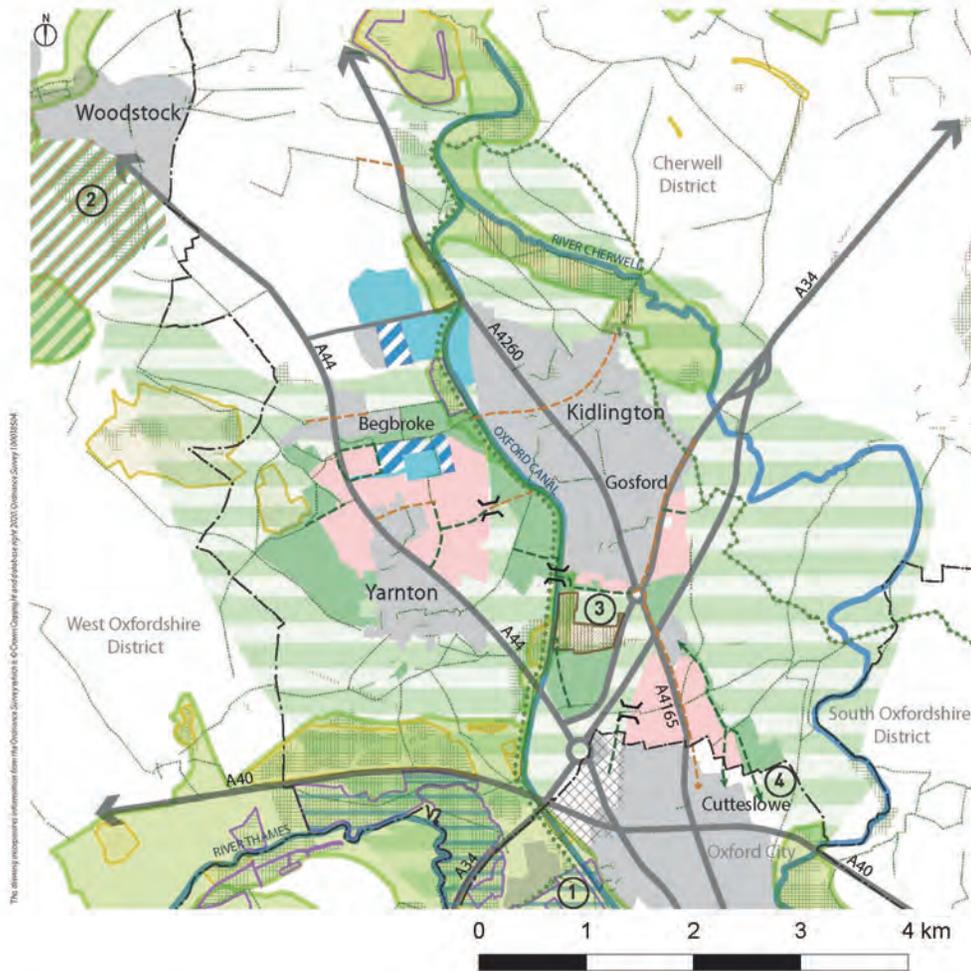
Policy Reference	Policy Title	Local Plan Indicators	Targets
PR1	Achieving Sustainable Development for Oxford's Needs	4,400 homes – commitments and completions Delivering the Vision, objectives and Policies in the Plan Delivery of the Infrastructure Schedule and Infrastructure Plan requirements	Deliver the requirements of Policy PR1: Sites delivered by 2031 Delivery of Infrastructure requirements
PR2	Housing Mix, Tenure and Size	Net affordable housing completions/acquisitions per tenure, mix and size that specifically meet the needs of Oxford City. -80% affordable/social rent -20% intermediate affordable -25 -30% - 1 bed -30 -35% - 2 bed -30 -35% - 3 bed -5 -10% - 4+ beds Mix of sizes of market homes – create socially mixed and inclusive communities Provision for key workers as part of both affordable and market homes Self-build or self –finish housing	Deliver the requirements of Policy PR2.
PR3	The Oxford Green Belt	Removal of areas of land in association with the strategic development sites PR6a – 32.09 ha PR6b – 31.5 ha PR7a – 20.7 ha PR7b – 5.2 ha PR8 – 111.79 ha PR9 – 27.2 ha PR3a – 7.5 ha PR3b – 0.7 ha PR3c – 12.77 ha PR3d – 9.2 ha PR3e – 14.7 ha Safeguarding of land identified in the policy	Safeguarding of land beyond plan period for development Establish clear permanent boundaries to the Green Belt

Policy Reference	Policy Title	Local Plan Indicators	Targets
PR4a	Sustainable Transport	<p>Strategic sites to provide proportionate financial contributions directly related to the development for:</p> <p>Highway improvements to Infrastructure and services for public transport</p> <p>Provision of land to support implementation of schemes in LTP4, A44/A4260 and other transport mitigation assessment</p> <p>Improved bus service</p> <ul style="list-style-type: none"> • A44/A4144 corridor • A4260/A4165 • Cross corridors: Langford Lane, Frieze Way. 	<p>Deliver policy PR4a:</p> <p>Secure proportionate financial contributions for sustainable transport from strategic sites.</p> <p>Identify schemes for delivery</p> <p>SI06 legal agreements for transport delivery with timescales. Include transport provision in masterplans for strategic sites</p>
PR4b	Kidlington Centre	<p>Sustainable transport improvements</p> <p>Associated infrastructure</p> <p>Improve natural and built environment</p>	Deliver Policy PR4b and Kidlington Masterplan
PR5	Green Infrastructure	<p>Protect and enhance green infrastructure (GI)</p> <p>Incorporate existing GI in new layouts</p> <p>Connect existing and new GI</p> <p>Restore and/or recreate habitats in new development</p> <p>Protect existing trees and new planting</p> <p>Provide GI along movement corridors</p> <p>Maintain GI</p> <p>GI benefits to the Green Belt</p> <p>Multi-functioning GI</p>	<p>Deliver Policy PR5:</p> <p>Secure Green Infrastructure improvements</p>
PR6a	Land East of Oxford Road	Residential completions	<p>Deliver Policy PR6a:</p> <p>Preparation of Development Brief</p>
PR6b	Land West of Oxford Road	Residential completions	<p>Deliver policy PR6b:</p> <p>Preparation of Development Brief</p>

Policy Reference	Policy Title	Local Plan Indicators	Targets
PR6c	Land at Frieze Farm	Residential completions	Deliver policy PR6c: Preparation of Development Brief
PR7a	Land South East of Kidlington	Residential completions	Deliver policy PR7a Preparation of Development Brief
PR7b	Land at Stratfield Farm	Residential completions	Deliver policy PR7b Preparation of Development Brief
PR8	Land East of the A44	Residential completions	Deliver policy PR8 Preparation of Development Brief
PR9	Land West of Yarnton	Residential completions	Deliver policy PR9 Preparation of Development Brief
PR11	Infrastructure Delivery	Projects contained in the Infrastructure Schedule accompanying the adopted LPI PR and their delivery according to its phasing Prepare and provide Infrastructure Schedule updates in cooperation with relevant infrastructure partners	Key Infrastructure to be delivered in accordance with LPI PR Infrastructure Schedule
PR12a	Delivering Sites and maintaining Housing Supply	Ensuring delivery of sites and demonstrating a 5 year housing land supply	Monitoring of housing delivery and progress of sites in the Council's AMR including 5 year housing land supply calculations
PR12b	Sites Not Allocated in the Partial Review	If delivery of LPI PR housing falls below 95% of the LPI PR housing target for a period of 3 years, CDC will publish an action plan and will indicate whether the requirements of Policy PR12b should be triggered.	Deliver LPI PR site policies in accordance to the Plans Housing Trajectory

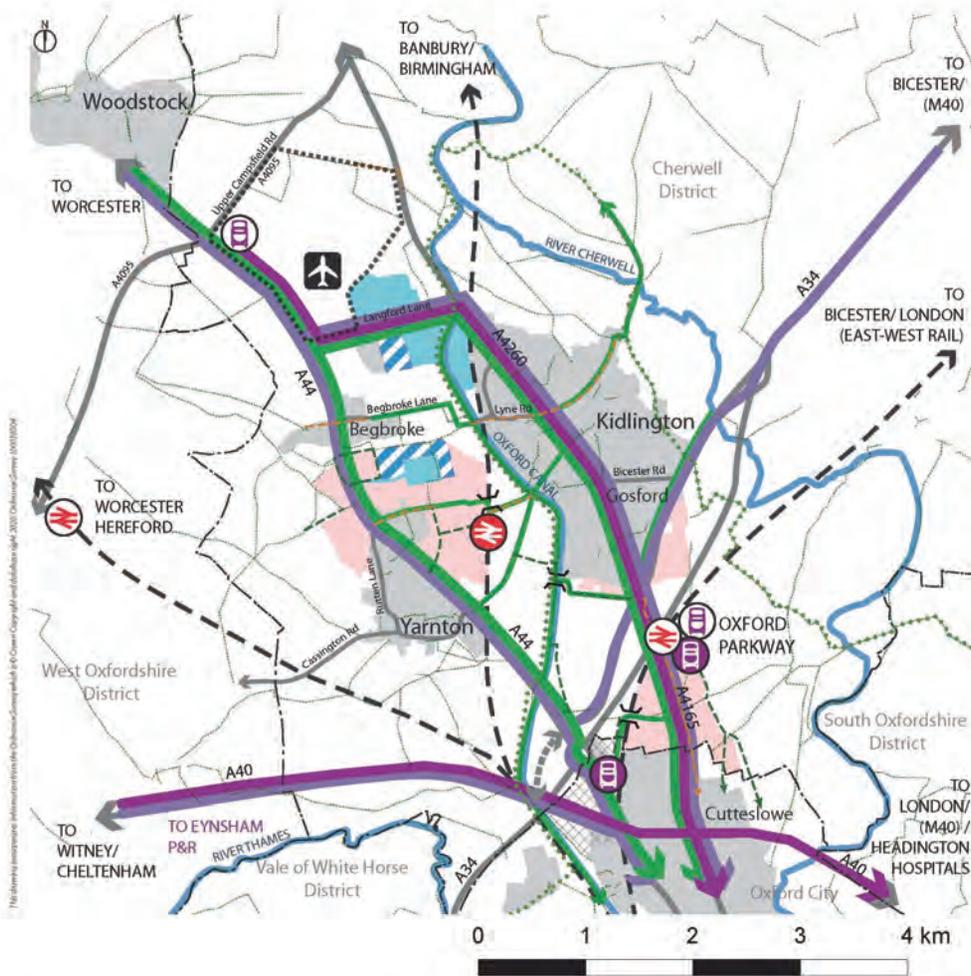
Appendix 6 - Thematic Maps

DRAFT



Green Corridors - For Illustrative Purposes Only





Sustainable Movement Thematic Plan - For Illustrative Purposes Only

Key	Rail lines	Bus Rapid Transit
District boundaries	Existing rail station	Other Park & Ride and premium bus routes
Primary waterways	Potential new rail station	Strategic cycle routes
Existing settlement	London Oxford Airport	Other key cycle routes
Proposed residential development	Existing Park & Ride	Pedestrian / cycle bridges (wheelchair accessible)
Existing employment area	New or expanded Park & Ride	Existing public right of way
Proposed employment area	County Council proposed link road	Proposed new pedestrian, wheelchair and all-weather cycle route
Oxford City proposed Northern Gateway development		Proposed walking route on street
		Green Belt Way

DRAFT

Appendix 7 - Evidence Base

For a list of evidence base please visit

<https://www.cherwell.gov.uk/info/83/local-plans/215/partial-review-of-cherwell-local-plan-2011-2031-part-1-oxfords-unmet-housing-need>

DRAFT

DRAFT

Appendix 8 - Glossary

Phrase	Definition
Adoption	The formal approval, after independent examination, of the final version of a Local Plan by a local planning authority so that it becomes part of the statutory Development Plan.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Defined by the National Planning Policy Framework (NPPF).
Annual (or Authorities) Monitoring Report (AMR)	A report assessing the progress of a Local Planning Authority in producing its key planning policy documents and the extent to which Local Plan policies are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan document focused upon an area which will be subject to significant change.
Biodiversity	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.
Conservation Area	A locally and statutorily designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area.

Phrase	Definition
	This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Examination	The process by which an independent Planning Inspector considers whether a Local Plan is 'sound' before it is adopted.
Flood Zones	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) flood risk and the functional floodplain (Flood Zone 3b).
Green Belt	A policy designation for defined areas of land around specific cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Housing and Economic Land Availability Assessment (HELAA)	An assessment of land availability, suitability and deliverability for housing and employment generating development.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.

Phrase	Definition
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework and strategic policies and proposals to deliver that vision. The Cherwell Local Plan 2011-2031 (Part 1) was adopted in July 2015.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
National Planning Policy Framework (NPPF)	A document setting out the Government’s planning policies to be followed in preparing Local Plans and determining planning applications.
National Planning Practice Guidance (NPPG or PPG)	The Government’s planning guidance supporting national planning policy.
Objectively Assessed Need for housing (OAN)	The amount and mix of housing and the range of tenures that is likely to be needed in the defined housing market area over a defined period. The assessment is made without consideration of policy or other constraints. Assessed by the Strategic Housing Market Assessment.
Oxford-Milton Keynes-Cambridge Corridor (sometimes the Oxford-Cambridge corridor)	A spatial concept focused on the economic influence of Oxford, Milton Keynes and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Oxfordshire Growth Board	A joint committee of local authorities in Oxfordshire and including other non-voting members. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal ‘Duty to Cooperate’.
Oxfordshire Housing Market Area (HMA)	The sub-regional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire. Defined by the Strategic Housing Market Assessment.
(Oxfordshire) Strategic Housing Market Assessment (SHMA)	A study which contains an objective assessment of housing needs in accordance with Government policy and guidance. It does not apply constraints to the level of need.
Planning & Compulsory Purchase Act 2004	Primary legislation providing many of the requirements for the production of Local Plans including the 'Duty to Cooperate' introduced by the Localism Act 2011.

Phrase	Definition
Policies Map	Maps of the local planning authority's area illustrating geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation. Informs the preparation of Local Plans through a 'Sustainability Appraisal'.
Strategic Flood Risk Assessment (SFRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.
Submission	The stage at which a Local Plan is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide statutory guidance to supplement the policies and proposals in Local Plans.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all Local Plans.



www.landuse.co.uk

Cherwell Local Plan Part 1 Partial Review

Sustainability Appraisal Adoption Statement

Prepared by LUC
September 2020

Draft

Planning & EIA
Design
Landscape Planning
Landscape Management
Ecology
GIS & Visualisation

LUC LONDON
250 Waterloo Road
London
SE1 8RD
T +44 (0)20 7383 5784
london@landuse.co.uk

Offices also in:
Bristol
Edinburgh
Glasgow
Lancaster
Manchester



Land Use Consultants Ltd
Registered in England
Registered number: 2549296
Registered Office:
250 Waterloo Road
London SE1 8RD
LUC uses 100% recycled paper

Contents

1	Introduction	2
2	How Environmental Considerations Have Been Integrated into the Local Plan Part 1 Partial Review	4
	Habitats Regulations Assessment	8
3	How the Environmental Report Has Been Taken into Account	9
4	How Opinions of Consultation Bodies and the Public Have Been Taken into Account	12
5	Why the Adopted Local Plan Part 1 Partial Review was Chosen in Light of the Other Reasonable Alternatives Dealt With	14
6	How the Significant Environmental Effects of the Implementation of the Local Plan Part 1 Partial Review Will Be Monitored	18

1 Introduction

- 1.1 Cherwell District Council adopted the Cherwell Local Plan Part 1 Partial Review – Oxford’s Unmet Housing Need in September 2020.
- 1.2 During the preparation of the Partial Review the Council was required by law to carry out a Sustainability Appraisal (SA) and a Strategic Environmental Assessment (SEA) of the Plan as it developed. Both the SA and SEA requirements were met through a single integrated process (referred to as SA), the method and findings of which were described in a number of SA reports published alongside the different versions of the Plan during its development.
- 1.3 Regulation 26 of the Town and Country Planning (Local Planning) (England) Regulations (2012) requires the Council to make the final SA Report available alongside the Adopted Local Plan.
- 1.4 The SA Report (June 2017) for the Council’s Proposed Submission Plan was published alongside the Plan for public consultation in July 2017. Following this consultation, an SA Addendum (February 2018) was produced for submission alongside the Submission Plan for examination (February 2018). This SA Addendum summarised relevant plan-making developments since the publication of the Proposed Submission Plan – consultation responses, evidence updates and proposed Focused Changes and Minor Modifications to the Proposed Submission Plan – and set out their implications in SA terms. Following the examination Main Hearings in February 2019, a schedule of Main and Minor Modifications to the Proposed Submission Plan were prepared and published for public consultation in November 2019 following receipt of a Post Hearing Advice Note (July 2019) from the Planning Inspector examining the Partial Review. A second SA Addendum (September 2019) was prepared and published for public consultation alongside, which identified the effects of the Modifications and their reasonable alternatives.
- 1.5 The final SA report for the adopted Local Plan Part 1 Partial Review therefore comprises the following documents:
 - Cherwell Local Plan Part 1 Partial Review Proposed Submission Sustainability Appraisal Report (LUC, June 2017);
 - Cherwell Local Plan Part 1 Partial Review Sustainability Appraisal Addendum – Proposed Changes to the Proposed Submission Cherwell Local Plan Part 1 Partial Review (LUC, February 2018); and
 - Cherwell Local Plan Part 1 Partial Review Sustainability Appraisal Addendum – Main Modifications to the Proposed Submission Cherwell Local Plan Partial Review (LUC, September 2019).¹
- 1.6 In the Inspector’s Report published in August 2020 the Inspector concluded that SA has been carried out and is adequate.

Requirement for the Adoption Statement

- 1.7 In addition to the requirement in Regulation 26 of the Town and Country Planning (England) Regulations (2012), the SEA Regulations² also require a number of steps to be taken upon adoption of a plan (in this case the Cherwell Local Plan Part 1 Partial Review). Specifically, SEA Regulation 16 sets out the post adoption procedures and requirements for SEA. The planning authority must, as soon as reasonably practicable after the adoption of a plan for which an

¹ The SA Addendum submitted alongside the Proposed Submission SA Report for examination in 2018 appraised a schedule of Focused Changes to the Proposed Submission Cherwell Local Plan Part 1 Partial Review for consideration by the Inspector during the hearing sessions of the examination. The SA Addendum published in 2019 appraised the final schedule of main modifications to the Proposed Submission Cherwell Local Plan Part 1 Partial Review agreed with the Inspector.

² The Environmental Assessment of Plans and Programmes Regulations 2004 - SI No. 1633: <https://www.legislation.gov.uk/uksi/2004/1633/contents/made>

SA/SEA has been carried out, make a copy of the plan publicly available alongside a copy of the SA report and an 'SEA adoption statement', and inform the public, Historic England, Natural England and the Environment Agency about the availability of these documents. The SEA adoption statement must explain:

- How environmental (and sustainability) considerations have been integrated into the Plan.
- How the Environmental Report has been taken into account during the preparation of the Plan.
- How the opinions expressed by the public and consultation bodies during consultation on the plan and the Environmental Report have been taken into account.
- The reasons for choosing the Plan as adopted, in the light of other reasonable alternatives considered.
- The measures that are to be taken to monitor the significant environmental and sustainability effects of the implementation of the Plan.

1.8 As the SEA process was incorporated into the SA process, this document constitutes the SA/SEA Adoption Statement for the Partial Review. The document is organised according to the SEA Regulation requirements listed above and reflects the following structure:

- **Chapter 2** summarises how environmental considerations have been integrated into the Plan including by explaining who carried out the SA/SEA and what assessment framework was used.
- **Chapter 3** summarises how the Environmental Report has been taken into account, considering the links between the plan-making and SA/SEA processes.
- **Chapter 4** summarises the consultation opinions provided on the Environmental Report at each stage and describes how the results were taken into account.
- **Chapter 5** describes why the Adopted Local Plan Part 1 Partial Review was chosen, in light of the other reasonable alternatives dealt with.
- **Chapter 6** describes how the significant environmental effects of the implementation of the Local Plan Part 1 Partial Review will be monitored.

2 How Environmental Considerations Have Been Integrated into the Local Plan Part 1 Partial Review

- 2.1 The SA (incorporating SEA) of the Cherwell Local Plan Partial Review started in October 2015 when LUC was commissioned to prepare all SA/SEA outputs, starting with the SA Scoping Report (January 2016). LUC has subsequently fulfilled all stages of the SA/SEA process for the Plan, including this SA Adoption Statement.
- 2.2 The purpose of the SA was to assist the Council in preparing the Partial Review by identifying the key sustainability issues that face the District, neighbouring Oxford and the wider county of Oxfordshire, to predict what the likely effects of the Plan on these issues would be and put forward recommendations to mitigate and monitor negative effects identified. The aim was to help ensure that the Plan has as many positive effects as possible and that any negative effects are avoided or mitigated as far as reasonably possible alongside implemented policies, particularly those resulting in new development within Cherwell.
- 2.3 The SA was undertaken iteratively, such that at each stage of the Partial Review's preparation, the sustainability and environmental effects of the options for the Plan were assessed. SA Reports were produced to describe the approach taken, identify the likely effects of the Plan and make recommendations as to how significant negative effects could be avoided and mitigated and significant positive effects improved. In this way, environmental and sustainability considerations were integrated into the Plan as it was developed. Chapter 3 expands on how the findings of the SA process have been taken into account through the plan-making process.
- 2.4 The way in which the environmental and sustainability effects of the Partial Review were consistently described, analysed and compared was through the use of a set of SA objectives referred to as an 'SA framework'. The SA framework used to appraise the Plan was developed during the Scoping stages of the SA process in late 2015 and consulted upon in the SA Scoping Report alongside an Issues Paper in January 2016. The SA objectives used to appraise the Cherwell Adopted Local Plan Part 1 were used as the starting point for developing the SA framework for the Partial Review. A number of amendments were made in light of the principal driver for the Partial Review (to accommodate some of Oxford's unmet housing need), updates to relevant European, national and regional policies, plans and programmes and changes in local sustainability issues and evidence. The updates to the SA objectives also sought to avoid duplication and any single SA objective covering too many issues. A few minor changes were also made to address comments received during consultation on the draft SA framework in the SA Scoping Report (January 2016).
- 2.5 Given that the principal driver for the Partial Review is to accommodate some of Oxford's unmet housing need and Cherwell's Local Plan already makes provision for District's own housing and employment needs over the Plan period, the SA objectives relating to the provision of housing and economic growth development were appraised mainly for effects on the City of Oxford, although wider indirect economic effects were recognised.
- SA Objective 1 – To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.
 - SA Objective 16 – To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District and Oxford and Oxfordshire.
 - SA Objective 17 – To sustain and develop economic growth and innovation, an educated/skilled workforce and support the long term competitiveness of the District and Oxford and Oxfordshire.
- 2.6 Furthermore, SA objectives considered to be of particular spatial relevance to Oxford as well as Cherwell were appraised for effects in relation to both the City of Oxford and Cherwell District:

- SA Objective 3 – To reduce poverty and social exclusion.
- SA Objective 6 – To improve accessibility to all services and facilities.
- SA Objective 10 – To reduce air pollution (including greenhouse gas emissions) and road congestion.

2.7 The remaining SA objectives in the SA framework relate to sustainability issues in Cherwell, generally relating to its natural and historic environment, and were therefore only appraised for effects on Cherwell District.

2.8 **Table 2.1** below presents the SA framework for the Cherwell Partial Review. The final column shows how the 'SEA topics' (listed in Schedule 2 of the SEA Regulations as the topics to be covered in SEAs) were all covered by at least one of the SA objectives.

Table 2.1: SA Framework used to appraise the adopted Local Plan Part 1 Review and its reasonable alternatives

SA Objective	Sub-Objective	SEA Topic
SA Objectives related to meeting Oxford's Needs (Oxford Effects Recorded)		
1. To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	1. Will it contribute to meeting Oxford's unmet housing requirements? 2. Will it increase the supply of affordable homes, including for the homeless? 3. Will it encourage a mixed use and range of housing tenure, including meeting affordable housing needs?	Population and Human Health
16. To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District and Oxford and Oxfordshire.	1. Will it promote accessible employment opportunities? 2. Will it contribute to reducing short and long-term unemployment?	Population and Human Health and Material Assets
17. To sustain and develop economic growth and innovation, an educated/skilled workforce and support the long term competitiveness of Oxford and Oxfordshire.	1. Will it encourage new business start-ups and opportunities for local people? 2. Will it improve business development and enhance productivity? 3. Will it enhance the image of Oxford as a business location? 4. Will it encourage inward investment? 5. Will it make land and property available for business development? 6. Will it assist in increasing the viability of the rural and farming economy? 7. Will it promote development in key sectors? 8. Will it promote regeneration; reducing disparities with surrounding areas? 9. Will it promote development in key clusters? 10. Will it increase business opportunities in the tourism sector?	Population and Human Health and Material Assets
SA objectives with particular spatial relevance to Oxford (Oxford and Cherwell Effects Recorded)		
3. To reduce poverty and social exclusion.	1. Will it assist in reducing poverty and social exclusion in Cherwell and Oxford? 2. Does the spatial option provide opportunities to contribute towards the regeneration of more deprived neighbourhoods?	Population, Human Health and Material Assets

SA Objective	Sub-Objective	SEA Topic
6. To improve accessibility to all services and facilities.	<ol style="list-style-type: none"> 1. Will it promote compact, mixed-use development, with good accessibility to local facilities (e.g. employment, education, health services, shopping, leisure, green spaces and culture) that improves accessibility and decreases the need to travel? 2. Will it provide convenient access to the cultural offer of Oxford via existing transport links? 	Population, Human Health and Material Assets
10. To reduce air pollution (including greenhouse gas emissions) and road congestion.	<ol style="list-style-type: none"> 1. Will it address any particular air quality impacts arising from specific operational and/or construction related development activities? 2. Will it improve air quality particularly within identified AQMAs? 3. Will it promote more sustainable transport patterns and reduce the need to travel, particularly in areas of high congestion, including public transport, walking and cycling? 4. Will it promote more sustainable transport patterns in rural areas? 5. Will it reduce journey times between key employment areas and key transport interchanges? 	Air, Climatic Factors, and Human Health
Other Social and Economic SA Objectives (Cherwell Effects Recorded)		
2. To improve the health and wellbeing of the population & reduce inequalities in health.	<ol style="list-style-type: none"> 1. Will it improve access to doctors' surgeries and health care facilities? 2. Will it encourage healthy lifestyles and provide opportunities for sport and recreation? 	Population, Human Health and Material Assets
4. To reduce crime and disorder and the fear of crime.	<ol style="list-style-type: none"> 1. Are the principles of good urban design in reducing crime promoted as part of the proposal? 2. Will it assist in reducing actual levels of crime? 3. Will it assist in reducing the fear of crime? 	Population and Human Health
5. To create and sustain vibrant communities.	<ol style="list-style-type: none"> 1. Will it improve residential amenity (including potential to reduce light, smell and noise pollution) and sense of place? 2. Will it improve the satisfaction of people with their neighbourhoods as places to live and encourage ownership? 	Population, Human Health and Material Assets
Environmental SA Objectives (Cherwell Effects Recorded)		
7. To conserve and enhance and create resources for biodiversity.	<ol style="list-style-type: none"> 1. Will it, protect, enhance or restore a locally or nationally designated site of nature conservation importance (including those in Oxford that may be affected by new development in Cherwell)? 2. Will it assist Cherwell District Council's Biodiversity Action Plan (BAP) and/or the Oxfordshire BAP achieve its targets? 3. Will it conserve or enhance biodiversity assets or create new habitats? 4. Will it minimise the fragmentation of existing habitats and enhance, restore or create networks of habitats? 5. Will it conserve and enhance species diversity; and in particular avoid harm to protected species? 6. Will it encourage protection of and increase the number of trees? 	Biodiversity, Fauna and Flora

SA Objective	Sub-Objective	SEA Topic
8. To protect and enhance landscape character and quality and make accessible for enjoyment, the countryside.	<ol style="list-style-type: none"> 1. Will it protect, enhance and restore the District's natural environment assets (e.g. the countryside, parks and green spaces, common land, woodland and forest reserves, AONBs etc.)? 2. Will it promote the accessibility of the District's countryside in a sustainable and well-managed manner? 3. Will it improve the landscape, ecological quality and character of open spaces? 4. Will it enhance the townscape and public realm? 5. Will it prevent coalescence between settlements? 	Landscape, Biodiversity, Flora and Fauna
9. To protect, enhance and make accessible for enjoyment, the historic environment.	<ol style="list-style-type: none"> 1. Will it protect, enhance and restore Cherwell's cultural and heritage assets (e.g. World Heritage Sites, Scheduled Ancient Monuments, Listed Buildings, Historic Parks and Gardens and Conservation Areas) and the setting of historic Oxford? 2. Will it promote the accessibility of the District's historic environment in a sustainable and well-managed manner? 3. Will it help preserve and record archaeological features? 	Cultural Heritage, including architectural and archaeological heritage
11. To maintain and improve the water quality of rivers and to achieve sustainable water resources management.	<ol style="list-style-type: none"> 1. Will it improve the water quality of the District's rivers and inland water? 2. Will it enable recycled water to be used? 3. Will it promote sustainable water resource management, provision of new facilities/ infrastructure or water efficient measures? 	Water, Biodiversity, Fauna and Flora
12. To reduce the risk of flooding and resulting detriment to public wellbeing, the economy and the environment.	<ol style="list-style-type: none"> 1. Will it reduce the risk of flooding from rivers, watercourses and sewer flooding to people and property? 2. Will it result in inappropriate development in the flood plain? 3. Will it increase the provision of sustainable drainage in new developments? 	Water, Soil, Climatic Factors and Human Health
13. To improve efficiency in land use through the re-use of previously developed land and existing buildings and encouraging urban renaissance.	<ol style="list-style-type: none"> 1. Will it maximise the provision of housing development on previously developed land as opposed to greenfield sites? 2. Will it maximise the provision of employment development on previously developed land as opposed to greenfield sites? 3. Will it maximise housing densities to make efficient use of land? 4. Will it ensure land is remediated where appropriate? 5. Will it reduce the loss of soil and high grade agricultural land to development? 	Soil, Climatic Factors
14. To reduce the global, social and environmental impact of consumption of resource by using sustainably produced and local products.	<ol style="list-style-type: none"> 1. Will it promote the adoption of sustainable design in construction practices and the use of recycled materials? 2. Will it promote the use of locally and sustainably sourced, and recycling of materials in construction and renovation? 3. Will it lead to an increase in the proportion of energy needs being met from renewable sources? 4. Will it promote the incorporation of small-scale renewable in developments? 	Climatic Factors

SA Objective	Sub-Objective	SEA Topic
15. To reduce waste generation and disposal, and achieve the sustainable management of waste.	1. Will it promote sustainable waste management practices through a range of waste management facilities? 2. Will it reduce hazardous waste? 3. Will it increase waste recovery and recycling?	Soil and Climatic Factors

Habitats Regulations Assessment

- 2.9 The Partial Review was also required to be subject to Habitats Regulations Assessment (HRA) under the Conservation of Habitats and Species Regulations 2017 (as amended) (and previous versions of these Regulations, as applicable at the time of preparing each stage of the HRA). The purpose of HRA is to assess the impacts of a land-use plan against the conservation objectives of a European designated site for nature conservation and to ascertain whether it would adversely affect the integrity of that site. The HRA process for the Partial Review was undertaken separately from the SA by Atkins on behalf of Cherwell District Council, but the findings of the HRA Reports informed the SA process, particularly in relation to judging the potential effects on SA objective 7 (biodiversity).
- 2.10 The HRA Addendum considering the Main and Minor Modifications to the Proposed Submission Cherwell Local Plan Part 1 Partial Review (September 2019) concluded that the Main and Minor modifications did not change the findings and conclusions of the HRA Stage 1 and Stage 2 Appropriate Assessment of the Proposed Submission Plan (August 2018). This original Appropriate Assessment concluded that the Cherwell Local Plan Part 1 Partial Review would not have an adverse effect on the integrity of Oxford Meadows SAC either alone or in-combination with other projects and plans.

3 How the Environmental Report Has Been Taken into Account

- 3.1 As explained above, the SA process for the Cherwell Local Plan Partial Review was undertaken iteratively with the SA Report and associated Addenda informing the Plan. As part of the SA process an assessment of the sustainability and environmental effects was made at each stage of the Plan's development.
- 3.2 The SA assessed all policies and proposals in each iteration of the Partial Review and their reasonable alternatives, including all modifications to the Plan following publication of the Proposed Submission Document in June 2017. This helped the Council to formulate its approach with regards to which options to take forward, alongside other material planning considerations.
- 3.3 **Table 3.1** shows how preparation of the SA Reports (which included the Environmental Report requirements) corresponded with each stage of the Plan preparation, and how the SA was taken into account.

Table 3.1 Iterations of the Local Plan Part 1 Review and accompanying SA outputs

Plan Iteration	Accompanying SA Work	How SA Report was taken into account
Cherwell Local Plan Part 1 Partial Review Issues Consultation (January 2016)	Cherwell Local Plan Part 1 Partial Review SA Scoping Report (January 2016)	The scoping stage of the SA involved compiling baseline information about the social, economic and environmental issues for the plan area as well as the policy context (involving a review of plans, policies and programmes (PPPs)) and key sustainability issues. The SA framework was then developed, setting out the SA objectives against which plan options were appraised. The latest information relating to these matters is contained within the final SA Report.
Cherwell Local Plan Part 1 Partial Review Options Paper (November 2016)	Cherwell Local Plan Part 1 Partial Review Initial SA Report (November 2016)	The SA assessed options for a range of key issues discussed in the Options document, including the Vision and Strategic Objectives, nine areas of search within the District of Cherwell within which additional growth to meet a proportion of Oxford’s unmet housing need could be accommodated, three quanta of growth to accommodate a proportion of Oxford’s unmet housing need and site options identified within areas of search A and B. The SA results (among other evidence) helped to guide the Council in identifying how best to address the issues identified, culminating in the options proposed to be taken forward in the Proposed Submission document (see below).
Cherwell Local Plan Part 1 Partial Review Proposed Submission (July 2017)	Cherwell Local Plan Part 1 Partial Review Proposed Submission SA Report (June 2017)	<p>The 2017 Proposed Submission SA Report reviewed and updated the options appraisal findings included within the Initial SA Report (2016) before then appraising the policies in the Partial Review Proposed Submission Plan. These updates were made to reflect additional evidence. In general, the options and policy approaches that were taken forward in the Plan were those that performed more positively or at least as well against the SA objectives than the rejected options, although in a small number of cases other planning considerations determined that other options should be taken forward.</p> <p>During the development of the Partial Review Proposed Submission policies, LUC appraised draft versions, highlighted their potential for significant effects and made recommendations on how the policies could be improved. Paragraphs 10.383 and 10.384 of the June 2017 SA Report set out the SA recommendations made and the Council’s subsequent amendments to the Plan’s policies. Notable amendments made to the Partial Review Proposed Submission policies include requirements for allocations to:</p> <ul style="list-style-type: none"> • avoid areas of flood zone 2 and 3; • incorporate design principles that respond to the landscape, openness of the Green Belt and historic setting of Oxford; • include measures for minimising the impact of motor vehicles on new residents and existing communities; and • encourage sustainable and safe waste management.
Cherwell Local Plan Part 1 Partial Review Proposed Focused Changes and Minor Modifications (February 2018)	Cherwell Local Plan Part 1 Partial Review SA Addendum – Proposed Changes (February 2018)	The February 2018 SA Addendum appraised a series of Focused Changes and Minor Modifications to the Proposed Submission Plan and was submitted with the suite of documents for Examination in February 2018. The proposed changes were appraised and were not considered to generate any new negative effects. The 2018 SA Addendum concluded that the proposed changes either did not change, or contributed positively to the effects identified through the SA of the Partial Review Proposed Submission Plan as recorded in the June 2017 SA Report. Therefore, no further SA recommendations were considered necessary.
Schedule of Proposed Main Modifications to the Partial Review of the Cherwell Local Plan (November 2019)	Cherwell Local Plan Part 1 Partial Review SA Addendum – Main Modifications (September 2019)	Following the Examination hearings and receipt of the Inspector’s advice note, Cherwell District Council prepared a schedule of modifications, including Main Modifications, to the Proposed Submission Local Plan Review. All modifications were subject to SA and the 2019 SA Addendum found that although there would be negative effects associated with some of the recommended Main Modifications, the significance of these adverse effects did not change the overall cumulative effects of the Proposed Submission Plan as a whole. In light of these overall findings

Plan Iteration	Accompanying SA Work	How SA Report was taken into account
		and the existing recommendations made through the course of the SA and the wider plan-making process, no further SA recommendations were considered necessary.
Adopted Cherwell Local Plan Partial Review (September 2020)	SA Adoption Statement (August 2020)	<p>This adoption statement summarises the SA process and how this has influenced the Partial Review.</p> <p>Following consultation on the Main Modifications and the associated SA Addendum, the Inspector's Report concluded that with the inclusion of the recommended modifications the Plan satisfies the requirements of Section 20 (5) of the Planning and Compulsory Purchase Act 2004 and meets the criteria for soundness in the National Planning Policy Framework. No further SA work was required following the publication of this report.</p>

Draft

4 How Opinions of Consultation Bodies and the Public Have Been Taken into Account

- 4.1 At each stage of the Cherwell Local Plan Partial Review's development, an SA Report was published alongside the Plan document for consultation with the public and the consultation bodies specifically referred to in the SEA Regulations (i.e. Historic England, the Environment Agency and Natural England). The SEA Regulations require that the SEA Adoption Statement provides an account of how any opinions expressed by the public and the consultation bodies have been taken into account.
- 4.2 The Partial Review consultation stages and responses received relating to the SA documents are summarised below. The summaries of and responses to all consultation comments received at each stage of the SA are set out in the October 2016 Initial SA Report, the Proposed Submission SA Report (June 2017), the February 2018 SA Addendum and in the Council report on the Partial Review Modifications of 24 February 2020. The Council's Consultation Statement also explains how representations in relation to the Partial Review have been taken into account.

SA Scoping Report (January 2016)

- 4.3 The SA Scoping Report was published alongside the Local Plan Review Issues Paper for consultation with the statutory consultees in January 2016 for a six week period.
- 4.4 This provided an opportunity for consultees to comment on the proposed scope of the SA, including whether the objectives in the SA framework provided a reasonable framework for assessing the likely significant effects of the Plan Review and whether the review of relevant international and national Plans, Policies and Programmes (the 'PPP' review) and baseline information were appropriate and complete.
- 4.5 Consultation responses were received from all three of the statutory consultees. Comments related to requests for minor alterations to the described key sustainability issues for Cherwell and associated changes to related SA objective wording, as well as references to additional baseline information and relevant PPP review information that should be included.
- 4.6 All comments received were reviewed and taken into account prior to the appraisal of any Plan policy and proposal options during the subsequent iteration of the SA, and summarised in the Initial SA Report (October 2016). Appropriate suggested amendments were made in the Initial SA Report, but where any were not taken forward, a clear justification was included within the consultation response Table A3.3 in Appendix 3 of the Initial SA Report.

Initial SA Report (October 2016)

- 4.7 An Initial SA Report was published for public consultation alongside the Council's Options Paper in November 2016 to January 2017.
- 4.8 Consultation comments relating to the SA Report were received from over 100 organisations, developers or members of the general public. Most comments raised questions, support or criticisms of the judgements made in determining the effects of specific options, and the evidence used to make them. Where consultation comments suggested the use of evidence that could be applied consistently to all options appraised, this was taken into account. For example, in response to comments requesting some SA judgements be informed by more detailed evidence, including from Natural England and Historic England, the effect judgements associated with the appraisal of site options against SA objectives 7 (biodiversity) 8 (landscape) and 9 (historic environment) were updated to reflect the findings of site-based sensitivity assessments

undertaken for each reasonable site option as part of the Council's Nature Conservation Assessments and Landscape Character Sensitivity and Capacity Assessment.

- 4.9 All comments received were reviewed and taken into account prior to the appraisal of the Proposed Submission Plan policies and proposal options and summarised in the Proposed Submission Partial Review SA Report (June 2017). Clear justification for where comments were or were not taken forward in the SA was provided within the consultation response Table A3.2 in Appendix 3 of the Proposed Submission SA Report.

Proposed Submission SA Report (June 2017)

- 4.10 The Proposed Submission SA Report was published for consultation alongside the Proposed Submission Local Plan Partial Review in July 2017.
- 4.11 Consultation comments were received from over 50 organisations, developers or members of the general public, although the three statutory consultees made no further comment on the SA process. Most comments were similar to those received during the consultation on the Initial SA Report, raising questions, support or criticisms of the judgements made in determining the effects of specific options, and the evidence used to make them.
- 4.12 All comments received were reviewed and taken into account and are summarised in Table A1 in Appendix 1 of the SA Addendum (February 2018). No updates to the Proposed Submission SA Report (June 2017) were considered necessary following this consultation.

SA Addendum – Proposed Focused Changes (February 2018)

- 4.13 This SA Addendum was submitted alongside the Submission Plan for Examination. Its contents were considered alongside the Proposed Submission SA Report (June 2017) and the Proposed Submission Partial Review (July 2017) throughout the public hearing sessions.

Main Modifications SA Addendum (September 2019)

- 4.14 Following the Examination hearings in February 2019 and receipt of the Inspector's advice note, a final SA Addendum (September 2019) was prepared and published for public consultation alongside the Council's schedule of Modifications in November and December 2019. The modifications to the Plan, including Main Modifications, were subject to SA alongside their reasonable alternatives.
- 4.15 Consultation comments were received from over 90 organisations, developers or members of the general public. The three statutory consultees made no comments on the SA process at this final stage. Most comments were similar to those received during the consultation on the previous iterations of the SA, raising questions, support or criticisms of the judgements made in determining the effects of the Proposed Submission Plan, its modifications, the reasonable alternatives and the evidence used to make them. Annex 1 of the Council's Statement of Consultation (February 2020) summarises all the consultation comments received and sets out responses to each comment. The consultation comments and responses, Main Modifications Schedule (November 2019) and accompanying SA Addendum (September 2019) were then sent to the Inspector for consideration in preparing the Inspector's report.

5 Why the Adopted Local Plan Part 1 Partial Review was Chosen in Light of the Other Reasonable Alternatives Dealt With

- 5.1 The options or reasonable alternatives considered by the Council during the preparation of the Partial Review included strategic options regarding what the scale and distribution of additional growth should be, as well as policy options, covering specific development management issues and site options for development.
- 5.2 Information considered by the Council before final decisions were made included:
- SA findings, particularly the significant effects generated by each option;
 - the Partial Review's revised vision and strategic objectives;
 - results of consultation and engagement with the general public and key stakeholders; and
 - the evidence base for the Partial Review
- 5.3 The options considered for the Partial Review are described below alongside a summary of the Council's reasons why the preferred options were selected over the reasonable alternatives. More detailed reasoning on why individual options were selected and not selected can be found in the appraisal finding chapters of the Proposed Submission SA Report (June 2017) and the final SA Addendum (September 2019).

Vision and Strategic Objectives

- 5.4 The Council's Options Paper (October 2016) contained a draft revised vision and set of strategic objectives for the Partial Review. The initial drafts were prepared in light of the Partial Review's focus on contributing to meeting some of the shortfall in Oxford's housing needs and the challenges and opportunities facing the District. The draft vision and strategic objectives were changed in light of the SA findings on the draft versions, other plan evidence and consultation. The changes resulted in overall improvements in the SA's conclusions on the significant effects of the vision and strategic objectives. The final version of the Vision and Objectives are contained within the adopted Partial Review.

Areas of Search

- 5.5 Nine areas of search as options for locating additional growth covering the whole District were considered:
- Option A – Kidlington & Surrounding Area.
 - Option B – North & East of Kidlington.
 - Option C – Junction 9, M40.
 - Option D – Arncott.
 - Option E – Bicester and Surrounding Area.
 - Option F – Former RAF Upper Heyford & Surrounding Area.
 - Option G – Junction 10, M40.
 - Option H – Banbury & Surrounding Area.
 - Option I – Remainder of District / Rural Dispersal.

- 5.6 Areas of search A and B were selected as the most appropriate locations within which to identify specific site options for delivering growth within the Plan period partly due to the fact that they generally performed better in sustainability terms compared to the alternatives, as follows:
- Proximity to Oxford, the existing availability of public transport and the opportunity to maximise the use of sustainable and affordable transport in accessing Oxford's key employment areas and services and facilities.
 - Opportunity to achieve an overall, proportionate reduction in reliance on the private motor vehicle in accessing Oxford's key employment areas and services and facilities and to achieve further investment in sustainable transport infrastructure.
 - Deliverability of sustainable transport improvements in comparison to other Areas of Search.
 - Relationship of existing communities to Oxford.
 - Existing economic relationship between the Areas of Search and Oxford.
 - Opportunity to provide affordable homes to meet Oxford's identified need close to the source of that need.
- 5.7 Further details on the Council's reasoning can be found at the end of Chapter 7 in the Partial Review Proposed Submission SA Report (June 2017), specifically paragraphs 7.89 to 7.91.

Quantum of Additional Growth to be Accommodated within the Plan Period

- 5.8 Three growth options were appraised:
- 4,400 homes.
 - Significantly less than 4,400 homes.
 - Significantly more than 4,400 homes.
- 5.9 4,400 homes was selected as the scale of growth to plan for within the Plan in light of the findings of the SA, the Oxfordshire Growth Board, which originally apportioned this scale of growth to Cherwell District in September 2016, and the Council's duty to cooperate.
- 5.10 Further details on the Council's reasoning can be found at the end of Chapter 8 in the Partial Review Proposed Submission SA Report (June 2017), specifically paragraphs 8.81 and 8.82.

Site Options within Areas of Search A and B

- 5.11 Thirty-eight site options were originally appraised, followed by an additional four after consultation on the initial options paper in November 2016. Of the 42 site options considered and appraised through the SA, 11 were taken forward (either fully or partially) for allocation across eight site allocation policies:
- Full allocation of site 20a – Begbroke Science Park.
 - Full allocation of site 22 – Land North West of Oxford Airport, near Woodstock.
 - Partial allocation of site 25 – Land East of Marlborough School, Woodstock.
 - Full allocation of site 49 – Land at Stratfield Farm, Oxford Road, Kidlington.
 - Partial allocation of site 51 – Land to West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood.
 - Partial allocation of site 38 – North Oxford Triangle, Kidlington.
 - Partial allocation of site 39A – Frieze Farm.
 - Full allocation of Site 123 – Land to South of A34, North of Linkside Avenue, Wolvercote.
 - Full allocation of site 126 – Seedlake Piggeries, Yarnton.
 - Full allocation of site 178 – Land east of Kidlington and west of the A34.

- Full allocation of site 202 – Land adjacent to Bicester Road, Gosford, Kidlington.
- 5.12 The Council concluded that these sites would provide the best way of meeting the Plan’s vision and objectives and achieving sustainable development, drawing on the SA and other evidence, such as the transport, landscape and Green Belt studies. Further details on the reasons why specific sites were selected and not selected can be found in Chapter 10 of the Proposed Submission SA Report (June 2017), specifically paragraphs 10.07 to 10.192.
- 5.13 The Proposed Submission Local Plan Part 1 Review contained 18 policies all of which were subjected to SA:
- Ten strategic planning policies:
 - Policy PR1 – Achieving Sustainable Development for Oxford.
 - Policy PR2 – Housing Mix, Tenure and Size.
 - Policy PR3 – The Oxford Green Belt.
 - Policy PR4a – Sustainable Transport.
 - Policy PR4b – Kidlington Centre.
 - Policy PR5 – Green Infrastructure.
 - Policy PR11 – Infrastructure Delivery.
 - Policy PR12a – Delivering Sites and Maintaining Housing Supply.
 - Policy PR12b – Applications for Planning Permission for the Development of Sites Not Allocated in the Partial Review.
 - Policy PR13 – Monitoring and Securing Delivery.
 - Eight site allocation policies:
 - Policy PR6a – Land East of Oxford Road.
 - Policy PR6b – Land West of Oxford Road.
 - Policy PR6c – Land at Frieze Farm.
 - Policy PR7a – Land South East of Kidlington.
 - Policy PR7b – Land at Stratfield Farm.
 - Policy PR8 – Land East of the A44.
 - Policy PR9 – Land West of Yarnton.
 - Policy PR10 – Land South East of Woodstock.
- 5.14 The contents of these policies were determined based on the policies in the adopted Cherwell Local Plan Part 1 (where relevant), changes to the Local Plan’s vision and strategic objectives, the SA findings of initial draft policies and representations received from consultees.

Main Modifications to the Local Plan Part 1 Partial Review

- 5.15 Following Examination hearings in February 2019, the Inspector published an advice note in July 2019 setting out his preliminary conclusions. The Inspector found site allocation Policy PR10 – Land South East of Woodstock unsound due to the impact it would have on the countryside and setting of Woodstock, as well as the Blenheim Palace World Heritage Site and its travel distance to Oxford. This gave rise to the need to consider alternative locations for accommodating the 410 dwellings originally allocated through PR10.
- 5.16 Eighteen alternative locations were identified for consideration amongst the allocations, considering the reconfiguration, densification and expansion of sites as appropriate, and were all

subject to SA as presented in the second SA Addendum (2019). The 410 dwellings were subsequently reallocated amongst the following allocations:

- Policy PR6a – Land East of Oxford Road.
- Policy PR6b – Land West of Oxford Road.
- Policy PR7a – Land South East of Kidlington.
- Policy PR7b – Land at Stratfield Farm.
- Policy PR9 – Land West of Yarnton.

5.17 These sites were selected over the alternatives based on the findings of the SA and other evidence considering the capacity of each site to accommodate additional development and further sensitivity testing relating to the impact of densification and expansion on the wider landscape.

5.18 A full schedule of Main Modifications to the Plan was prepared for public consultation including an accompanying SA Addendum (September 2019) appraising the effects of the Main Modifications and their reasonable alternatives. Further information is provided in the SA Addendum and the Council's Explanatory Note. The Modifications took into account matters raised during the Examination by the Inspector and participating representors. The SA found that although there would be negative effects associated with some of the recommended Main Modifications, the significance of these adverse effects did not change the overall cumulative effects of the Proposed Submission Local Plan as a whole, with the majority of the Main Modifications resulting in no additional effects, or contributing to positive effects already presented in the Proposed Submission SA Report (June 2017).

6 How the Significant Environmental Effects of the Implementation of the Local Plan Part 1 Partial Review Will Be Monitored

- 6.1 The SEA Regulations require that “*The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action*” (Regulation 17), and that the Environmental Report should provide information on “*a description of the measures envisaged concerning monitoring*” (Schedule 2).
- 6.2 The Planning Practice Guidance (PPG) on SA states that it is not necessary to monitor everything and monitoring should be focused on the significant sustainability effects, including significant effects where there is uncertainty and where monitoring would enable preventative or mitigation measures to be taken. However, in order to address the requirement in SEA Regulation 17 noted above to “*identify unforeseen adverse effects at an early stage and be able to undertake appropriate remedial action*”, the Council has established comprehensive measures to monitor sustainability effects for all the objectives in the SA framework.
- 6.3 **Table 6.1** shows the indicators to be used by Cherwell District Council to monitor the potential sustainability effects of implementing the Plan.

Table 6.1 Proposed monitoring indicators for monitoring the effects of the Local Plan Part 1 Review

SA Objective	Suggested indicators (and relevant Policy References)
SA Objectives related to meeting Oxford’s Needs	
1. To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	<ul style="list-style-type: none"> Annual housing commitments and completions that meet the needs of Oxford City. (Policies PR1, PR12a, PR12b and PR13). Net affordable housing completions/acquisitions per tenure that specifically meet the needs of Oxford City. (Policies PR1, PR2, PR12a, PR12b and PR13). Number of 'extra care' completions that meet the needs of Oxford City. (Policies PR1, PR2, PR12a, PR12b and PR13).
16. To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District and Oxford and Oxfordshire.	<ul style="list-style-type: none"> Employment commitments and completions on allocated employment land in Cherwell and Oxford (Policy PR1). Employment commitments and completions on non-allocated employment land in Cherwell and Oxford (Policy PR1). Completions resulting in a loss of employment use to non-employment use in Cherwell and Oxford (Policy PR1).
17. To sustain and develop economic growth and innovation, an educated/ skilled workforce and support the long term competitiveness of the District and Oxford and Oxfordshire.	<ul style="list-style-type: none"> Kidlington centre and Oxford City centre use (use classes A1-A5, B1a, D2) (Policy PR1). No. of retail impact assessments submitted with planning applications in Cherwell and Oxford (Policy PR1).
SA objectives with particular spatial relevance to Oxford	
3. To reduce poverty and social exclusion.	<ul style="list-style-type: none"> Completed development per land use: housing, employment, retail, etc. (Policies PR1, PR2, PR4a, PR4b and PR6a-PR10).

SA Objective	Suggested indicators (and relevant Policy References)
6. To improve accessibility to all services and facilities.	<ul style="list-style-type: none"> • Completed education infrastructure (Policies PR1 and PR6a-PR10). • Completed health care infrastructure (Policies PR1 and PR6a-PR10). • Amount, type and location of open space/sport/recreation facilities (Policies PR1, PR5 and PR6a-PR10). • Areas deficient in recreation provision by type and amount (Policies PR1, PR5 and PR6a-PR10). • Completed built development on (former) sites of open space, outdoor sport and recreation (Policies PR1, PR5 and PR6a-PR10). • Completed community facilities infrastructure (Policy Policies PR1 and PR6a-PR10). • Access to services and facilities by public transport, walking and cycling (Policies PR1, PR4a, PR4b, PR6a-PR10 and PR11). • Completed green infrastructure schemes (Policies PR1, PR5 and PR6a-PR10).
10. To reduce air pollution (including greenhouse gas emissions) and road congestion.	<ul style="list-style-type: none"> • Carbon emissions in Cherwell and the City of Oxford per capita (Policy PR1). • Access to services and facilities by public transport, walking and cycling (Policies PR1, PR4a, PR4b, PR6a-PR10 and PR11). • Completed transport improvement schemes (Policies PR1, PR4a, PR4b, PR6a-PR10 and PR11). • Number of Energy Statements submitted (Policy PR1). • Number of District Heating Feasibility Assessments submitted (Policy PR1). • Number of permitted district heating schemes in the district (Policy PR1). • Permitted renewable energy capacity per type (Policy PR1).
Other Social and Economic SA objectives	
2. To improve the health and wellbeing of the population & reduce inequalities in health.	<ul style="list-style-type: none"> • Completed health care infrastructure (Policies PR1 and PR6a-PR10). • Amount, type and location of open space/sport/recreation facilities (Policies PR1, PR5 and PR6a-PR10). • Areas deficient in recreation provision by type and amount (Policies PR1, PR5 and PR6a-PR10). • Open spaces in the district meeting quality standards (Policies PR1, PR5 and PR6a-PR10). • Completed green infrastructure schemes (Policies PR1, PR5 and PR6a-PR10).
4. To reduce crime and disorder and the fear of crime.	<ul style="list-style-type: none"> • Crime levels in Cherwell District (Policy PR1).
5. To create and sustain vibrant communities.	<ul style="list-style-type: none"> • Permissions granted contrary to design consultee advice on design grounds (Policies PR1, PR5 and PR6a-PR10).
Environmental SA objectives	
7. To conserve and enhance and create resources for biodiversity.	<ul style="list-style-type: none"> • Number of permissions granted contrary to consultee (Environment Agency, BBOWT, CDC/OCC etc.) advice on water

SA Objective	Suggested indicators (and relevant Policy References)
	<p>quality grounds within the SAC catchment (Policies PR1, PR5 and PR6a-PR10).</p> <ul style="list-style-type: none"> • Total Local Wildlife Site/Local Geological Site area (Policies PR1, PR5 and PR6a-PR10). • Changes in priority habitats by number & type (Policies PR1, PR5 and PR6a-PR10). • Changes in priority species by number & type (Policies PR1, PR5 and PR6a-PR10). • Ecological condition of SSSIs (Policies PR1, PR5 and PR6a-PR10). • Distribution and status of farmland birds (Policies PR1, PR5 and PR6a-PR10). • Distribution and status of water voles (Policies PR1, PR5 and PR6a-PR10). • Permissions granted contrary to tree officer advice (Policies PR1, PR5 and PR6a-PR10). • Permissions granted contrary to biodiversity consultee advice (Policies PR1, PR5 and PR6a-PR10). • Number of Ecological Surveys submitted with applications (Policies PR1, PR5 and PR6a-PR10). • Local Sites in Positive Conservation Management (Policies PR1, PR5 and PR6a-PR10). • Total amount of Natural Environment and Rural Communities (NERC) Act s41 Habitats of Principal Importance within active Conservation Target Areas (CTAs) (Policies PR1, PR5 and PR6a-PR10). • Permissions granted in Conservation Target Areas contrary to biodiversity consultee advice (Policies PR1, PR5 and PR6a-PR10). • Completed green infrastructure schemes (Policies PR1, PR5 and PR6a-PR10).
<p>8. To protect and enhance landscape character and quality and make accessible for enjoyment, the countryside.</p>	<ul style="list-style-type: none"> • Number and location of urban fringe restoration/improvement schemes completed (Policies PR1, PR5 and PR6a-PR10). • Permissions granted contrary to Landscape Officer advice (Policies PR1, PR5 and PR6a-PR10). • Permissions granted contrary to design consultee advice on design grounds (Policies PR1, PR5 and PR6a-PR10).
<p>9. To protect, enhance and make accessible for enjoyment, the historic environment.</p>	<ul style="list-style-type: none"> • Permissions granted contrary to the advice of Historic England/consultee advice on heritage grounds (Policies PR1, PR5 and PR6a-PR10). • Number of new (and reviews of) conservation area appraisals (Policies PR1, PR5 and PR6a-PR10). • Completed green infrastructure schemes (Policies PR1, PR5 and PR6a-PR10).
<p>11. To maintain and improve the water quality of rivers and to achieve sustainable water resources management.</p>	<ul style="list-style-type: none"> • % of new dwellings completed achieving water use below 110 litres/person/day (Policy PR1). • Completed SuDS schemes in the district (Policies PR1, PR5 and PR6a-PR10). • Number of permissions granted contrary to Environment Agency advice on water quality grounds (Policies PR1, PR5 and PR6a-PR10). • Number of permissions granted contrary to consultee (Environment Agency, BBOWT, CDC/OCC etc.) advice on water

SA Objective	Suggested indicators (and relevant Policy References)
	quality grounds within the SAC catchment (Policies PR1, PR5 and PR6a-PR10).
12. To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment.	<ul style="list-style-type: none"> • Permissions granted contrary to Environment Agency advice on Flood Risk grounds (Policies PR1, PR5 and PR6a-PR10). • Flood Risk Assessments received for development proposals within Flood Zones 2 & 3, within 1 ha of Flood Zone 1, or 9m of any watercourse (Policies PR1, PR5, PR6a-PR10, PR11, PR12b and PR13). • Completed SuDS schemes in the district (Policies PR1, PR5 and PR6a-PR10).
13. To improve efficiency in land use through the re-use of previously developed land and existing buildings and encouraging urban renaissance.	<ul style="list-style-type: none"> • % of residential completions on previously developed land (Policies PR1, PR5 and PR6a-PR10). • Net housing density of completions (Policies PR1, PR5 and PR6a-PR10). • Completed development (per type) in the Green Belt (Policies PR1, PR3, PR5 and PR6a-PR10). • Permissions granted contrary to design consultee advice on design grounds (Policies PR1, PR5 and PR6a-PR10).
14. To reduce the global, social and environmental impact of consumption of resource by using sustainably produced and local products.	<ul style="list-style-type: none"> • Completed non-residential development achieving BREEAM Very Good, BREEAM Excellent (Policies PR1 and PR2).
15. To reduce waste generation and disposal, and achieve the sustainable management of waste	<ul style="list-style-type: none"> • % of household waste sent for re-use, recycling and compost. (Policy PR1) • % of Construction and demolition waste re-used. (Policy PR1)

LUC

September 2020