

# PR9 Land West of Yarnton Development Brief Cherwell District Council November 2021



Alan Baxter



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# Executive summary

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

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

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

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

## Site location

Land west of Yarnton is a 99 hectare site, located to the west and north of Yarnton and south of Begbroke, adjacent to the A44. Yarnton Nursing Home and William Fletcher Primary School lie immediately to the south-east of the site.

The site is currently in agricultural use. It contains Yarnton Medical Practice on its eastern boundary which is to be retained. The site is adjacent to Begbroke Ancient Woodland and is crossed in the north by Dolton Lane, an important historic bridleway, and Frogwelldown Lane to the south which is a District Wildlife Site. Land in the western part of the site rises steeply and is retained as Green Belt.

## Vision and development framework

The site specific vision for land west of Yarnton is as follows and is explored in Chapter 5 of the Development Brief:

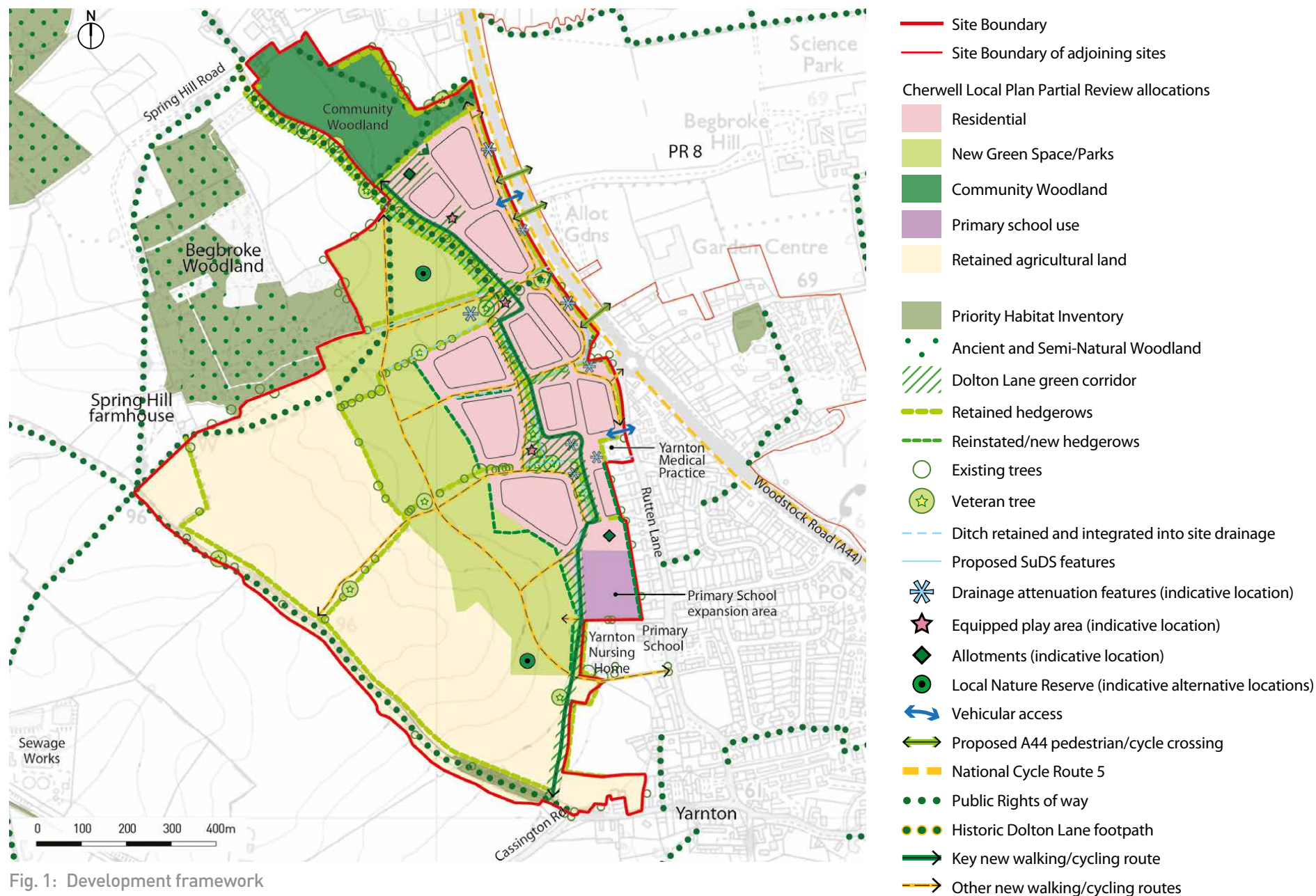
*The development site will become an extension of Yarnton village that will be well connected with the existing and proposed services and facilities, will respond to its proximity with the A44 corridor, planned development to the east of A44 and the historic context of Begbroke and Yarnton villages. Improved public access to the countryside including the creation of community woodland and informal parkland will enhance the beneficial use of the Green Belt, provide for significant ecological and biodiversity gains, will help to retain separation between Yarnton and Begbroke villages and provide a buffer to Begbroke Ancient Woodland, while corridors of green infrastructure including historic Dolton Lane will act as connecting features that provide enhanced areas of habitat, green walking and cycling routes and enable access to the countryside.*

Policy PR9 of the LPPR sets out the policy requirements for the site which include:

- Residential development
  - 540 net dwellings (net) on approximately 25 hectares of land
  - 50% affordable housing
- 1.8 hectares of land for school expansion of the existing William Fletcher Primary School and replacement of playing pitches and amenity space
- formal sports, play areas and allotments within the developable area
- public open green space as informal parkland on 24.8 hectares of land to the west of the residential area
- a new Local Nature Reserve accessible to William Fletcher Primary School
- a community woodland on 7.8 hectares of land to the north-west of the developable area and to the east of Dolton Lane

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR9. Detailed design requirements which underpin the delivery of this development framework are set out in the Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.





# 1.0 Introduction

## 1.1 Background

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

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

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

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

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

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

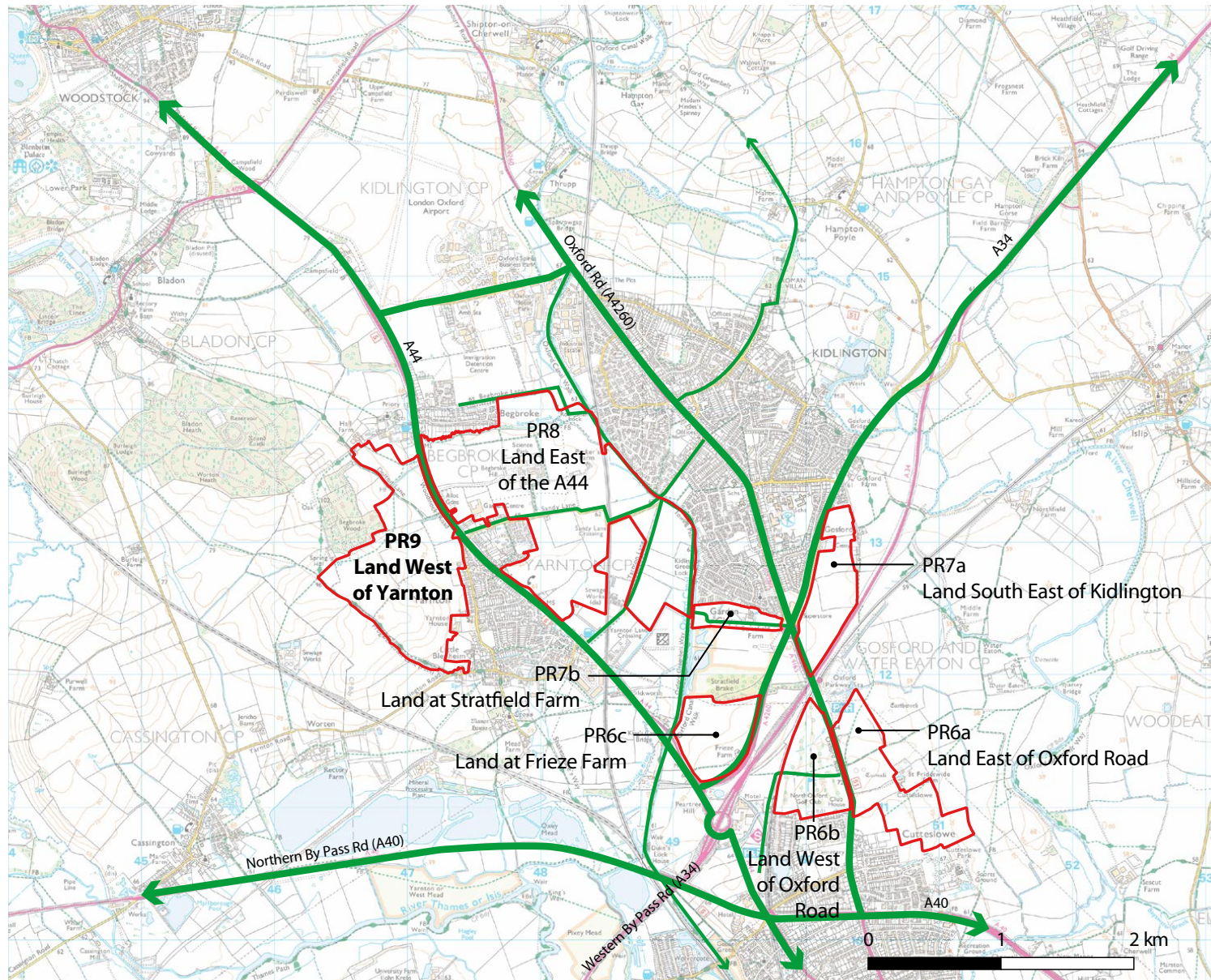
This is the development brief to guide the development of Land West of Yarnton, site PR9. The Development Brief has been prepared in accordance with policy requirements, the site allocation policy and the Policies Map. As well as including the required detail, the Development Brief also reflects the detailed key delivery requirements and place shaping principles as set out in the policy.

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

Housing allocations (LPPR)

<sup>1</sup> Local Plan Part 1    <sup>2</sup> Local Plan Partial Review Sep 2020





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

Fig. 2: Local Plan Partial Review Site Allocations Location

## 1.2 Purpose and status of the Development Brief

### 1.2.1 Purpose

The Development Brief has 4 main objectives:

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

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

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

### 1.2.2 Status

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

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

## 1.3 Structure of the Development Brief

The structure of the Brief is as follows:

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

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

**Chapter 5** describes the site specific vision and development objectives.

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

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

## 1.4 Consultation and stakeholder engagement

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

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

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

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

- Baseline review and analysis
- Vision and development principles

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

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

### 1.4.1 Community Engagement

Public consultation on the Draft Development Brief took place between 11 August and 22 September 2021.

Comments received have informed the final Development Brief.





Aerial view of site PR9

## 2.0 The Strategic Vision and Context

### 2.1 Local Plan Partial Review Vision

The LPPR vision across all sites is:

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

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

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

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

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

#### 2.1.1 The Role of Individual Sites

Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram overleaf, and thematic figures 4-7 which follow. Full details of each site's role are contained with LPPR policies.

#### **The role of Yarnton (PR9)**

A linear village extension to Yarnton will create an attractive frontage to the A44 and connect into the existing movement network of streets, and public footpaths including historic Dolton Lane. The site will provide space for school playing fields to enable the potential expansion of William Fletcher School. The majority of the site will remain in the Green Belt and public access will be provided alongside community woodland and a new Local Nature Reserve, offering enhanced access to the countryside and opportunities for community involvement in the management of green infrastructure.



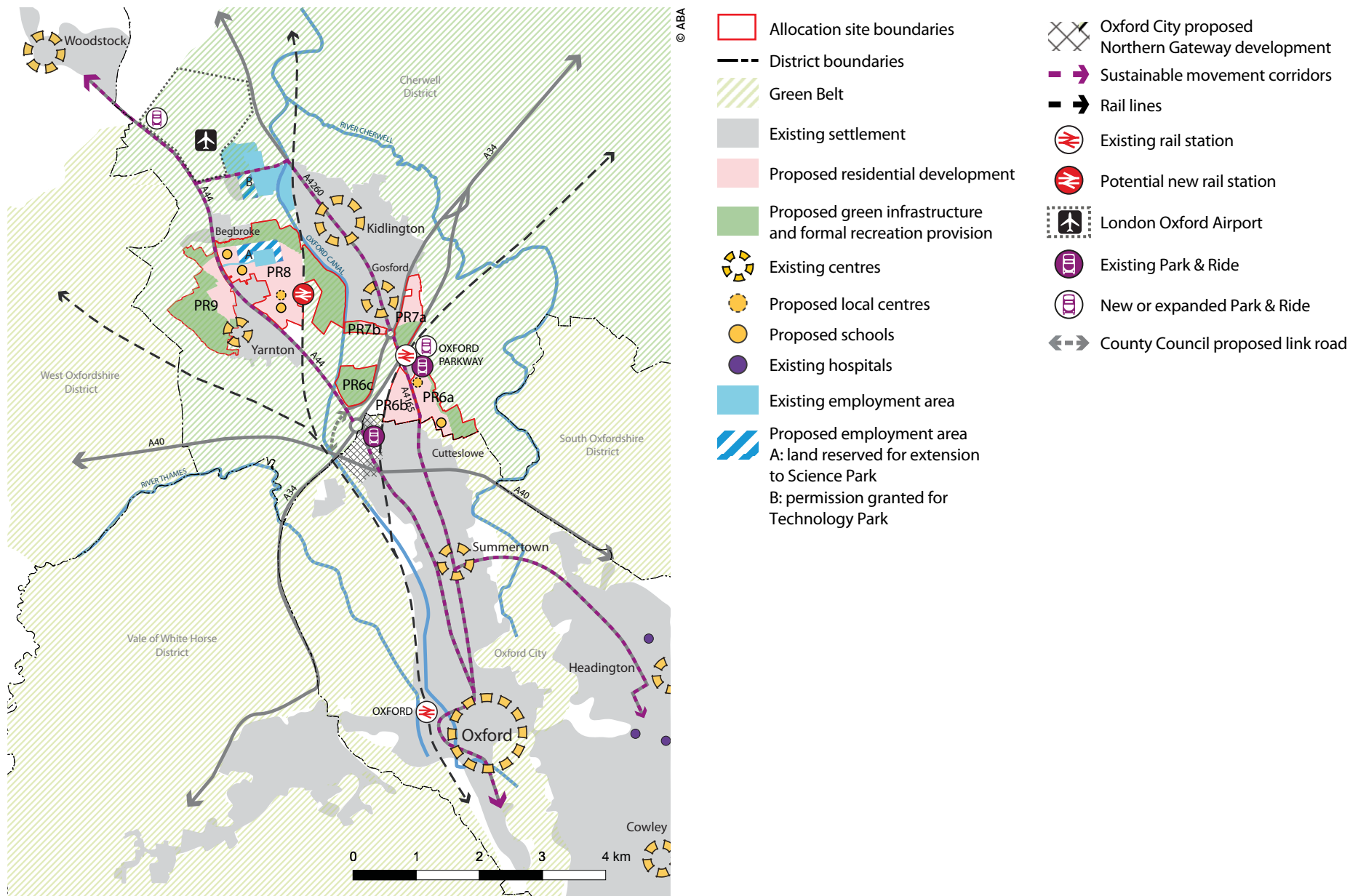


Fig. 3: LPPR key diagram - for illustrative purposes only

### 2.1.2 Economic relationships

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

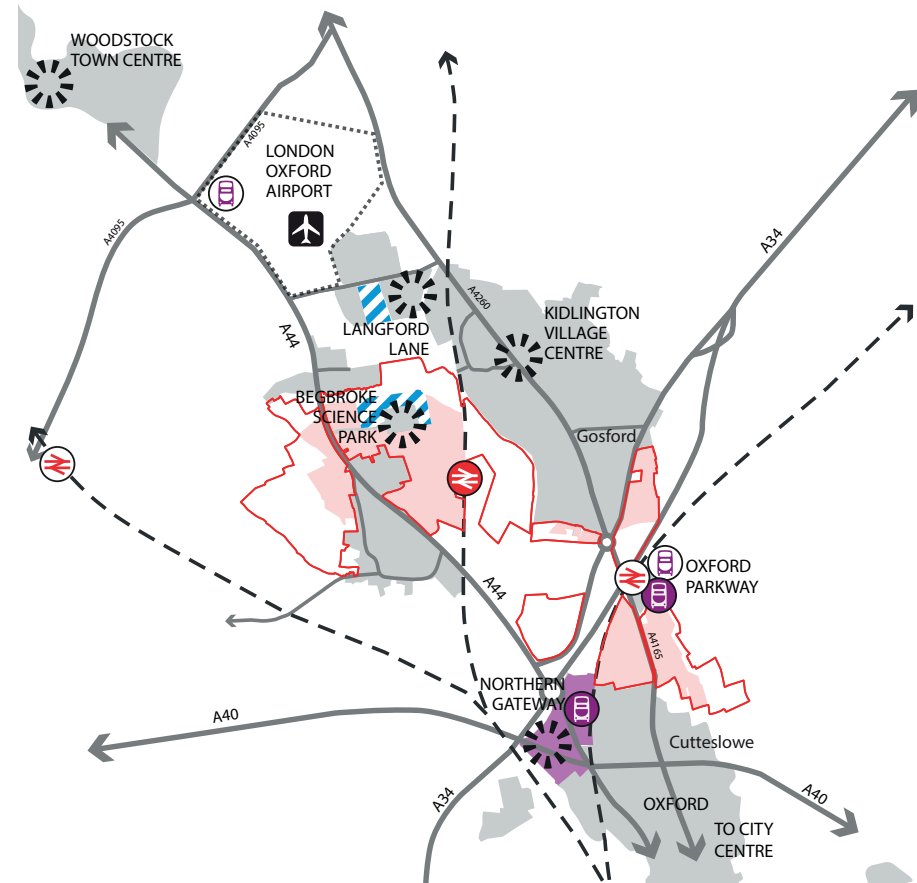
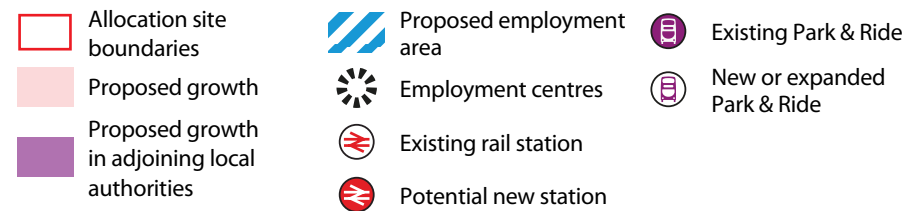


Fig. 4: Economic links



### 2.1.3 Sustainable movement corridors

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

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

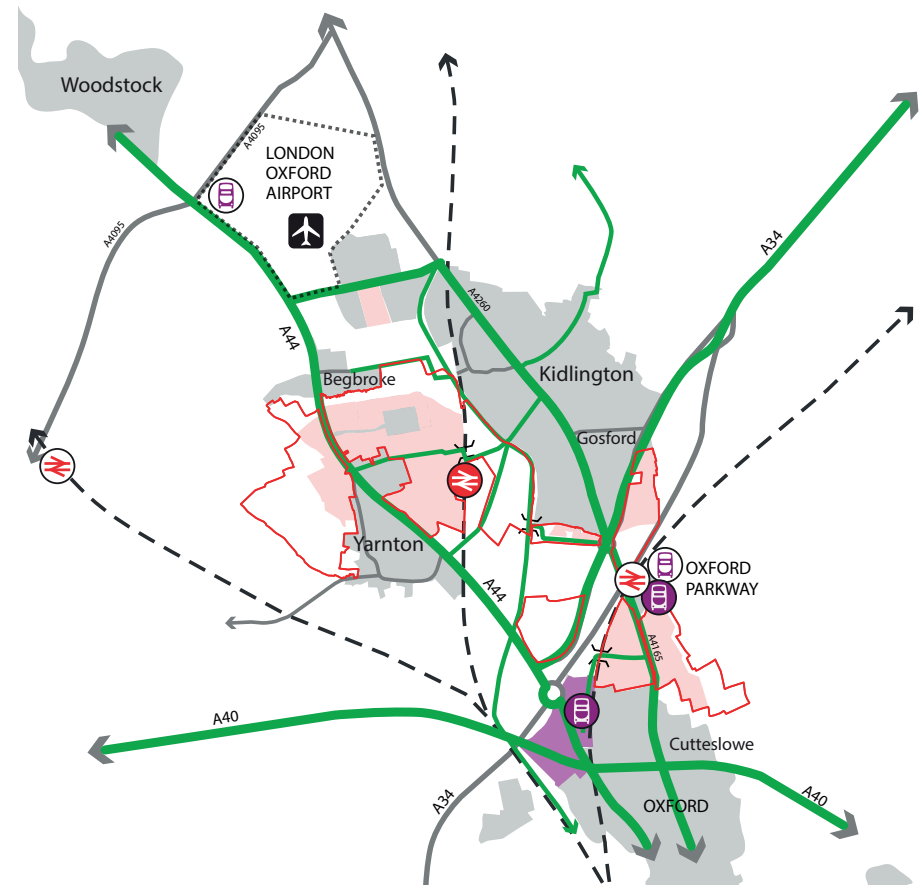
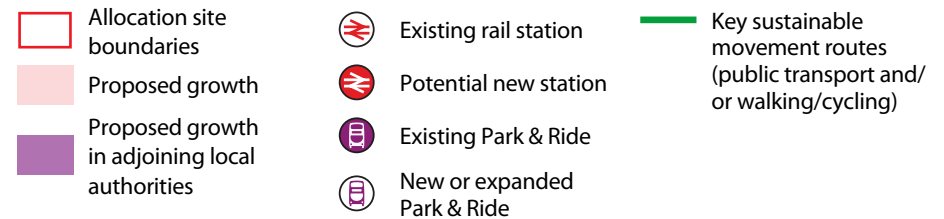


Fig. 5: Sustainable movement routes





### 2.1.4 Strategic green infrastructure corridors

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

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

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

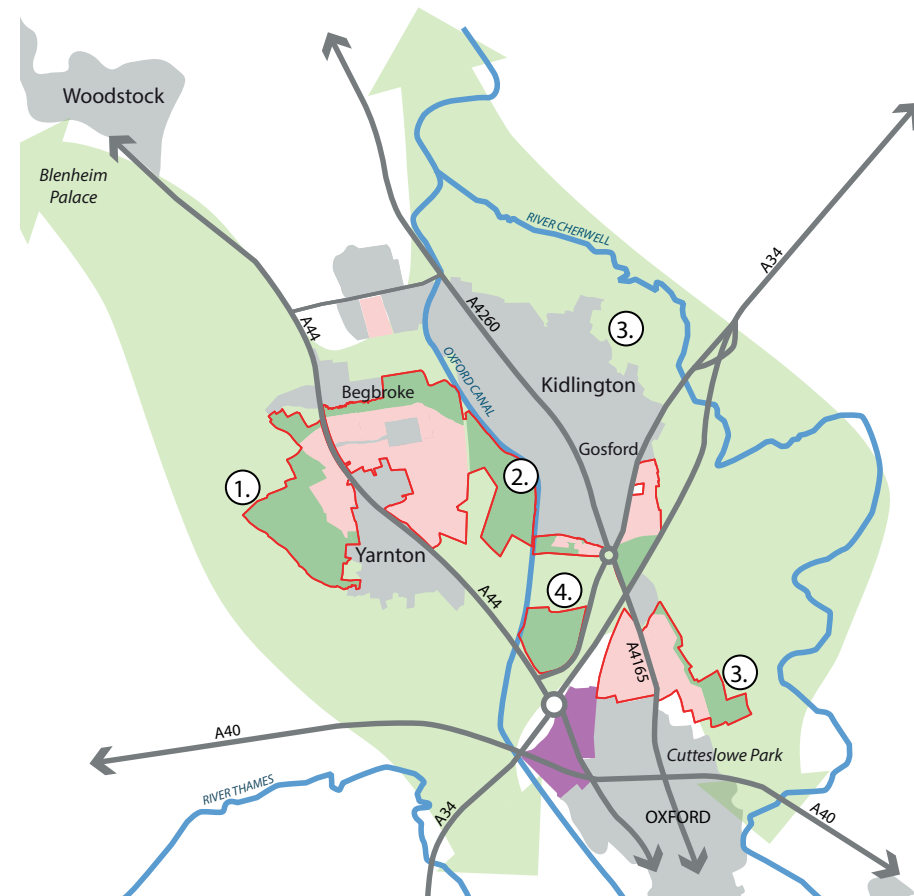
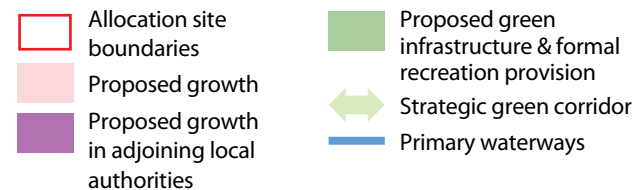


Fig. 6: GI corridors



### 2.1.5 Community services

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

Locating facilities within the sites in accessible locations will further support and enhance the potential for widespread uptake of walking and cycling for local trips.

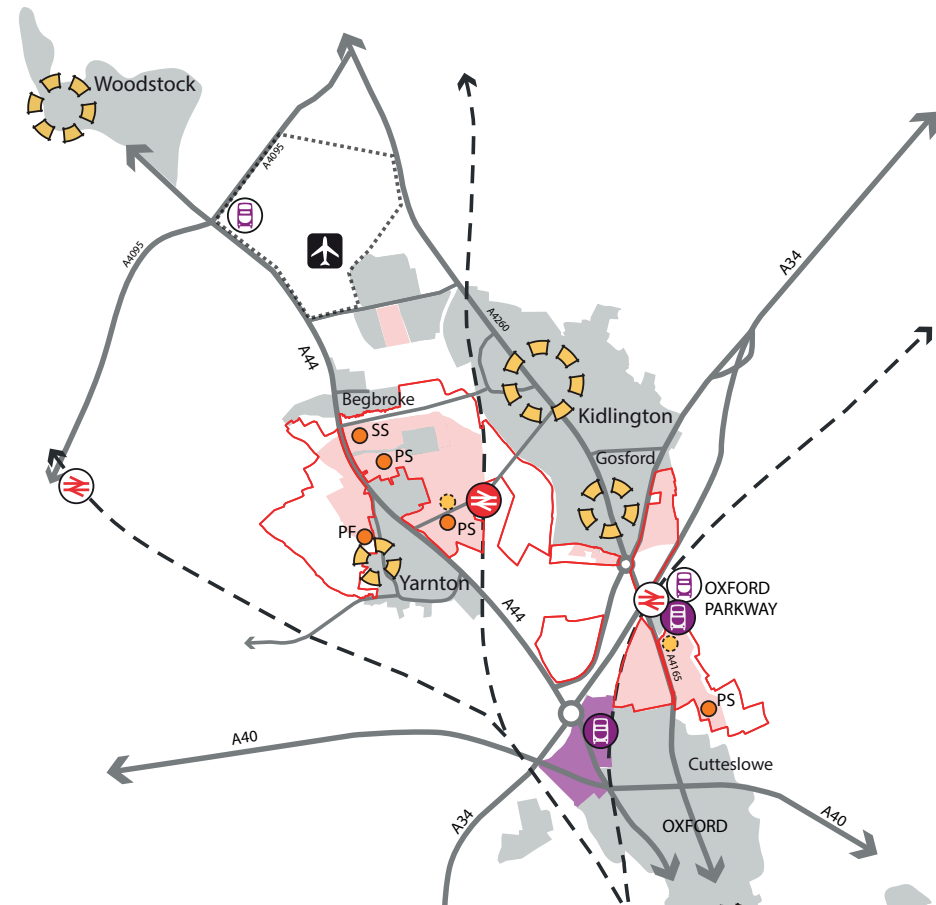
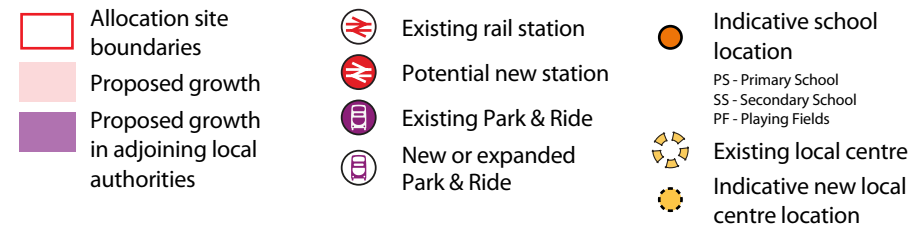


Fig. 7: Local centres and schools



## 3.0 Context

### 3.1 The Planning Policy Context

The site subject to this Development Brief - Land West of Yarnton – is guided by Policy PR9 of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR9) the LPPR also contains a number of policies which seek to guide the development of each of the sites and ensure they deliver the homes that are needed, supported by the necessary infrastructure.

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

#### 2.1.6 PR9 - Landuse Requirements

A village extension to Yarnton on 99 hectares of land to the west of Yarnton with the following land use requirements:

- residential development
  - 540 net dwellings (net) on approximately 25 hectares of land
  - 50% affordable housing
- 1.8 hectares of land for school expansion of the existing William Fletcher Primary School and replacement of playing pitches and amenity space
- formal sports, play areas and allotments within the developable area
- public open green space as informal parkland on 24.8 hectares of land to the west of the residential area
- a new Local Nature Reserve accessible to William Fletcher Primary School
- a community woodland on 7.8 hectares of land to the north-west of the developable area and to the east of Dolton Lane

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

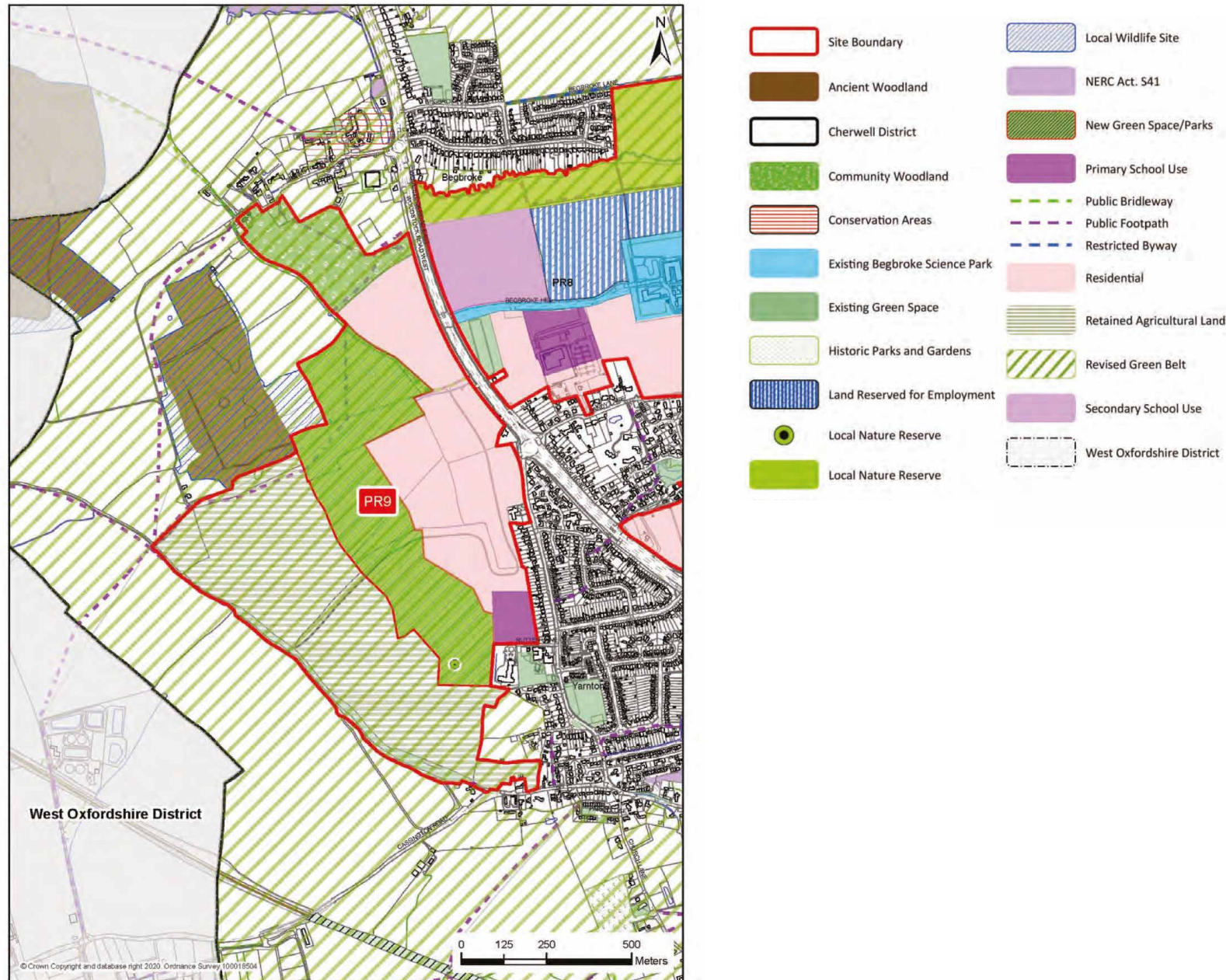


Fig. 8: Policy PR9 Landuse Requirements

### 2.1.7 Submission of Planning Applications

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

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

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

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



## 3.2 The Site Context

This section provides a brief overview of the site PR9 and its context.

### 3.2.1 Location and Size

- 99 hectare site located to the west and north of Yarnton and south of Begbroke of which 25 hectares is allocated for residential development.
- Part of the site lies within the Oxford Green Belt. The Green Belt boundary is shown on Fig. 9.
- The site is bounded by Yarnton and the A44 to the east. The built-up area of Yarnton adjacent to the site comprises of one to two storey detached and semi-detached housing including post-war properties and modern homes some of which reflect more traditional materials and styles.
- Yarnton Nursing Home and William Fletcher Primary School lie immediately to the south-east of the site.
- To the south lies the historic core of Yarnton, around the Cassington Road/ Rutten Lane junction, within which are several listed buildings.
- To the west of the site lies farmland with hedgerows along with the Grade-II listed Spring Hill Farmhouse.
- To the northwest of the site lies Begbroke Wood which comprises Ancient Woodland.
- Begbroke Conservation Area covers the historic core of Begbroke village to the north of the site.
- A sewerage works is located to the southwest of the site.

### 3.2.2 Topography

- The site is located on an east and north east facing slope which, when abutting the western edge of Yarnton, is very shallow and increases in its steepness when moving westwards.

### 3.2.3 Existing Land Uses and Services/Facilities

- The site is currently in agricultural use. It contains Yarnton Medical Practice on its eastern boundary which is to be retained.
- Other facilities in Yarnton include a village hall, a Church, a pharmacy and two public houses (Red Lion on Cassington Road and Turnpike on the A44 Woodstock Road) and an employment site further south.

### 3.2.4 Existing Access and Movement Network

- The site is accessed from Woodstock Road (A44) and via Rutten Lane in the east, via Cassington Road in the south and via Spring Hill Road in the north.
- Access to the Medical Practice is from Rutten Lane.
- The site is well-served by a number of public rights of way. Frogwelldown Lane to the south and Dolton Lane to the north are particularly prominent, historic and well-used routes. There are no roads or cycle paths within the site.
- There are two signalised crossing points on Woodstock Road (A44).
- The eastern boundary of the site runs alongside the Woodstock-Oxford cycleway that forms a part of National Cycle Route 5.
- Bus services towards Oxford, Kidlington and Woodstock are routed on the A44 and Rutten Lane. Bus stops are indicated on Fig. 9.

### 3.2.5 Development Proposals in Surrounding Areas

- Land East of the A44 (PR8) lies opposite the site on the eastern side of A44.
- A proposed Park and Ride site is located to the north east at London Oxford Airport.

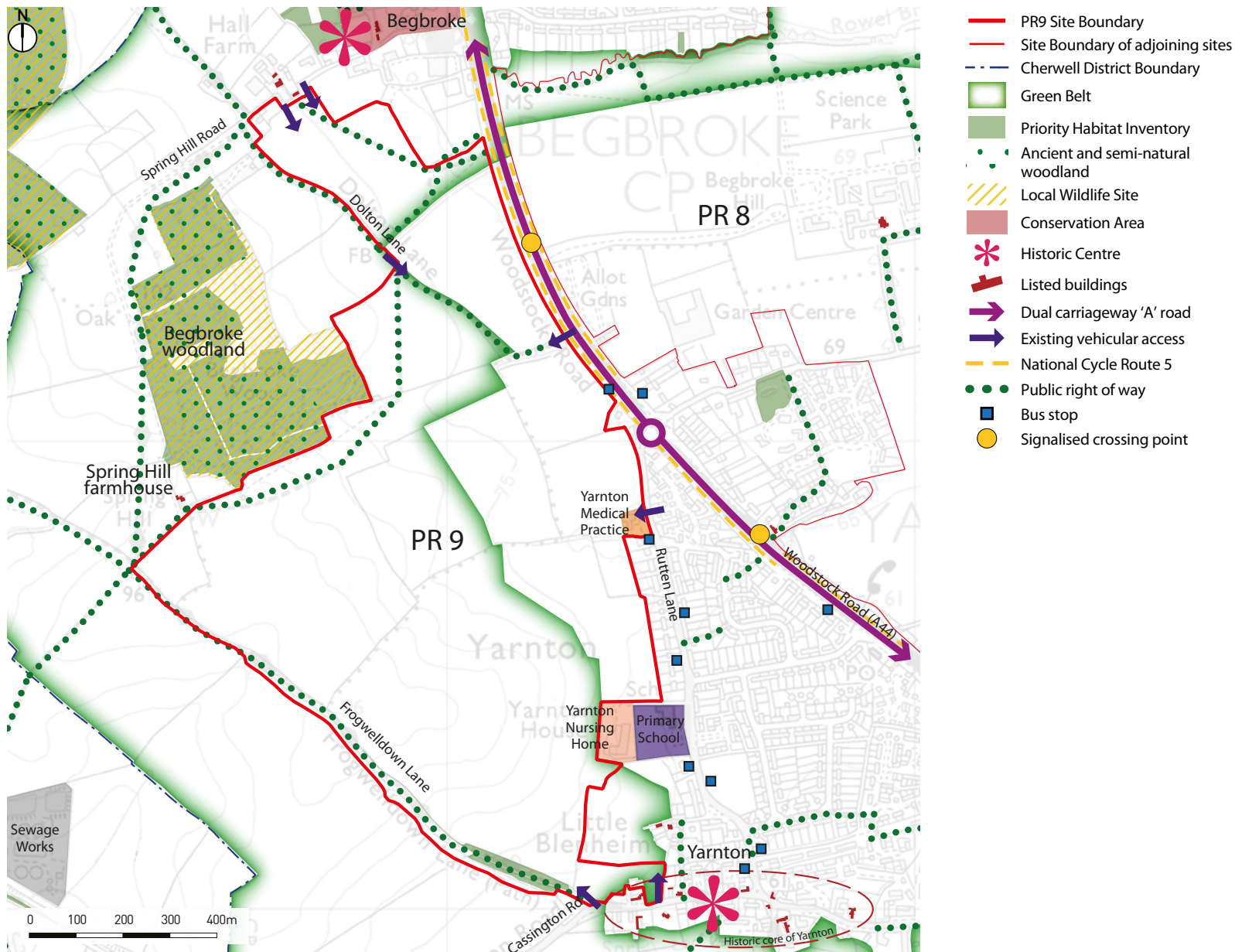
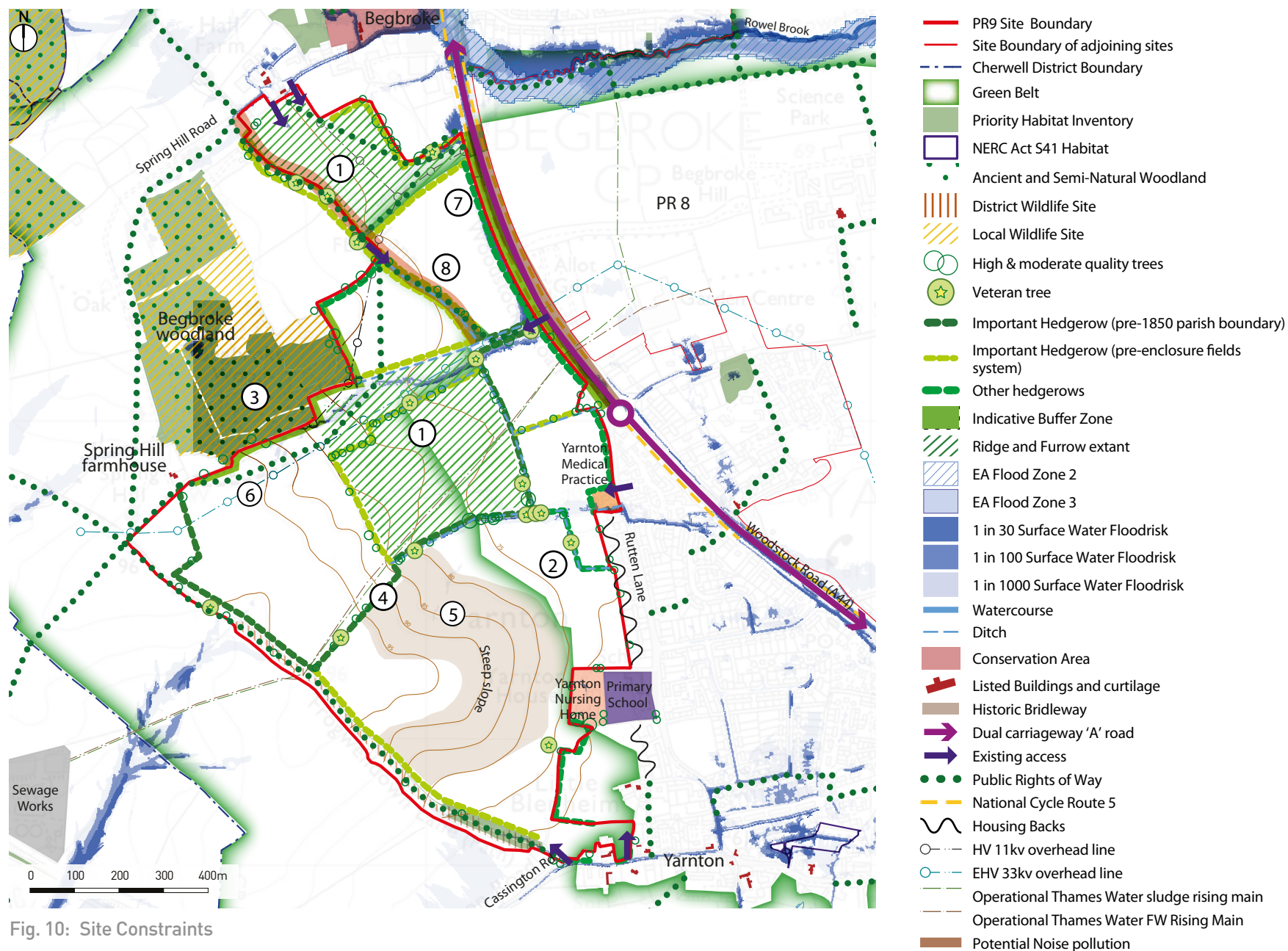


Fig. 9: Site context

## 4.0 Site Appraisal

### 4.1 Site Constraints

- The site is situated within an area of historic agricultural land comprising extant medieval ridge and furrow earthworks and historic field systems. ①
- It is located within an area of known archaeological potential with prehistoric finds recorded within the site.
- Rear gardens, together with the Yarnton Nursing Home abut part of the site. Otherwise, site edges are well defined by hedgerows. ②
- Begbroke Wood to the north-west of the site is an Ancient Woodland and a Local Wildlife Site. ③
- Approximately 29 hedgerows which could be classified as 'Important Hedgerows' are contained within the site. These include those which pre-date enclosure field systems and pre-1850 parish boundary formations. ④
- The site contains a number of veteran trees and high or moderate quality trees which are situated along the field boundaries.
- The site increases in its steepness when moving westwards. Policy PR9 limits the extent of the developable area. ⑤
- The site is crossed by two EHV 33kV and two HV 11kV overhead lines. ⑥
- There is potential noise impact from aircraft towards the north-western corner of the site.
- There is potential noise pollution from Woodstock Road (A44). ⑦
- There is potential for future noise constraints associated with the proposed playing fields at the rear of gardens on Rutten Lane.
- Dolton Lane which is an important historic bridleway is located in the northern part of the site. ⑧
- Begbroke Conservation Area lies to the north of the site.
- Frogwelldown Lane which is also a District Wildlife Site is located to the south of the site.
- Highways improvements to the A44 may have an impact on the eastern boundary of the site.
- It is reported that foul sewage has overtopped drains within Yarnton village during flood events.





## 4.2 Site Opportunities and Requirements

The detailed requirements for this site are set out in Policy PR9 of the PR Plan. In addition to these requirements the following opportunities have been identified.

### 4.2.1 Place Shaping

- In line with Policy PR9, there is opportunity to create a village extension to the north-west of Yarnton which relates to the existing village and site PR8 across the A44. ①

### 4.2.2 Heritage and Townscape Character

- Opportunity to create a frontage to the A44 which relates to, and connects positively with PR8. ②
- Opportunity to take on board characteristics of the traditional vernacular of Yarnton and create an extension which relates strongly to the existing village.
- Requirement to enhance the attractive landscape setting of the village and increase public access including the creation of a new Local Nature Reserve and Community Woodland in line with Policy PR9. ③
- Opportunity to reflect elements of the character of Begbroke Conservation Area within the design of the site, whilst retaining the separate identities of Begbroke and Yarnton.
- Opportunity to create an appropriate edge between townscape and landscape to the west reflecting the character of historic village boundaries.

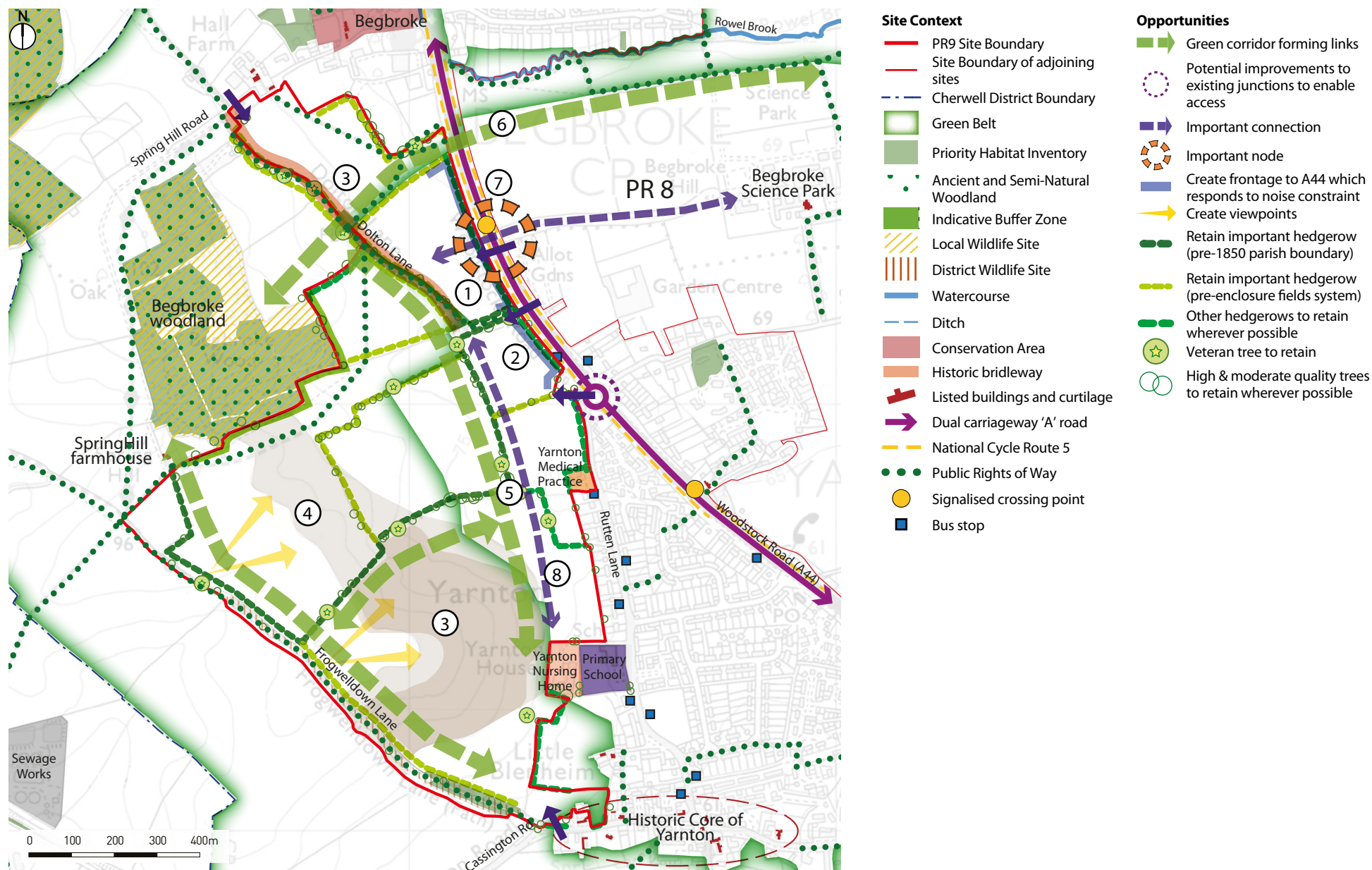
### 4.2.3 Views and Sightlines

- From within the centre of the site there are long distance panoramic views to the south, west and north-west over the rolling landscape and Yarnton townscape to the distant landscape horizon. There is an opportunity to maintain openness in line with Policy PR9; sensitively respond to the topography of the site with consideration of landmarks; and create viewing points. ④

### 4.2.4 Landscape Character

- Opportunity to maintain hedgerows and reinstate historic boundaries where lost, incorporating them into the scheme to improve habitat connectivity through the site. However, this should be carefully considered in the context of wider placemaking objectives and connectivity (see Cherwell Design Guide section 4.7) to avoid a fragmented development.
- Opportunity to extend the character of historic Dolton Lane through the site and create a potential safe pedestrian and cycle route connection to William Fletcher School. ⑤
- Requirement to provide a Community Woodland and a Local Nature Reserve within the site to achieve net bio-diversity gains. There is scope to locate the Local Nature Reserve close to William Fletcher Primary School to facilitate an outdoor learning environment. ⑥
- Opportunity to provide additional and linking habitat for protected and notable species within the site, including within/and adjacent to the proposed Community Woodland and Local Nature Reserve and to form an east-west link across to PR8.
- Opportunity to incorporate sustainable drainage features into the landscape structure of the site and deliver amenity and biodiversity benefits, including consideration of foul sewer overtopping in Yarnton Village.





## 4.2.5 Movement and Access

- Potential for a new arm off the existing A44/Science Park signalised junction serving the northern part of the site; and a second access to the A44 via Rutten Lane. ⑦
- Opportunity to provide connectivity to Yarnton Medical Centre and William Fletcher Primary School through the site. ⑧
- Opportunity for new network of streets and footpaths to link the site with Rutten Lane and Yarnton beyond, and the A44 providing direct connections to bus stops and cycleways, and education and recreation facilities proposed within Land East of the A44 (PR8).
- Opportunity to create new pedestrian, cycle and wheelchair routes through the site to surrounding countryside, connected with the existing rights of way network.
- Opportunity to provide access to the National Cycle Route 51 that runs along the Woodstock Road (A44).
- Opportunity to connect the site via A44 to the London-Oxford Airport and the proposed Park and Ride facility located off Upper Campsfield Road.
- Opportunity to increase bus frequencies and provide new southbound bus stop on Rutten Lane near Aysgarth Road.



Existing A44 bus and cycling infrastructure

## 5.0 Vision and objectives

### 5.1 Vision

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

***The development site will become an extension of Yarnton village that will be well connected with the existing and proposed services and facilities, will respond to its proximity with the A44 corridor, planned development to the east of A44 and the historic context of Begbroke and Yarnton villages. Improved public access to the countryside including the creation of community woodland and informal parkland will enhance the beneficial use of the Green Belt, provide for significant ecological and biodiversity gains, will help to retain separation between Yarnton and Begbroke villages and provide a buffer to Begbroke Ancient Woodland, while corridors of green infrastructure including historic Dolton Lane will act as connecting features that provide enhanced areas of habitat, green walking and cycling routes and enable access to the countryside.***

The land west of Yarnton is to be developed following the guidance contained within this document and in line with the policies of the Adopted Cherwell Local Plan 2011-2031 (Part 1), Cherwell Local Plan Partial Review 2011-2031 (Part 1) Partial Review – Oxford's Unmet Needs, guidance in the Cherwell Residential Design Guidance (2018) and other relevant national and local policy and guidance. Key relevant local policies and guidance are listed at the end of each section of this chapter and the Development Principles chapter (chapter 6) although all relevant policies, including those not listed, should be responded to. In particular, the development should meet the requirements set out in Partial Review Plan Policy PR9 (see chapter 3.0 for details).

In summary, key delivery requirements under Policy PR9 are:

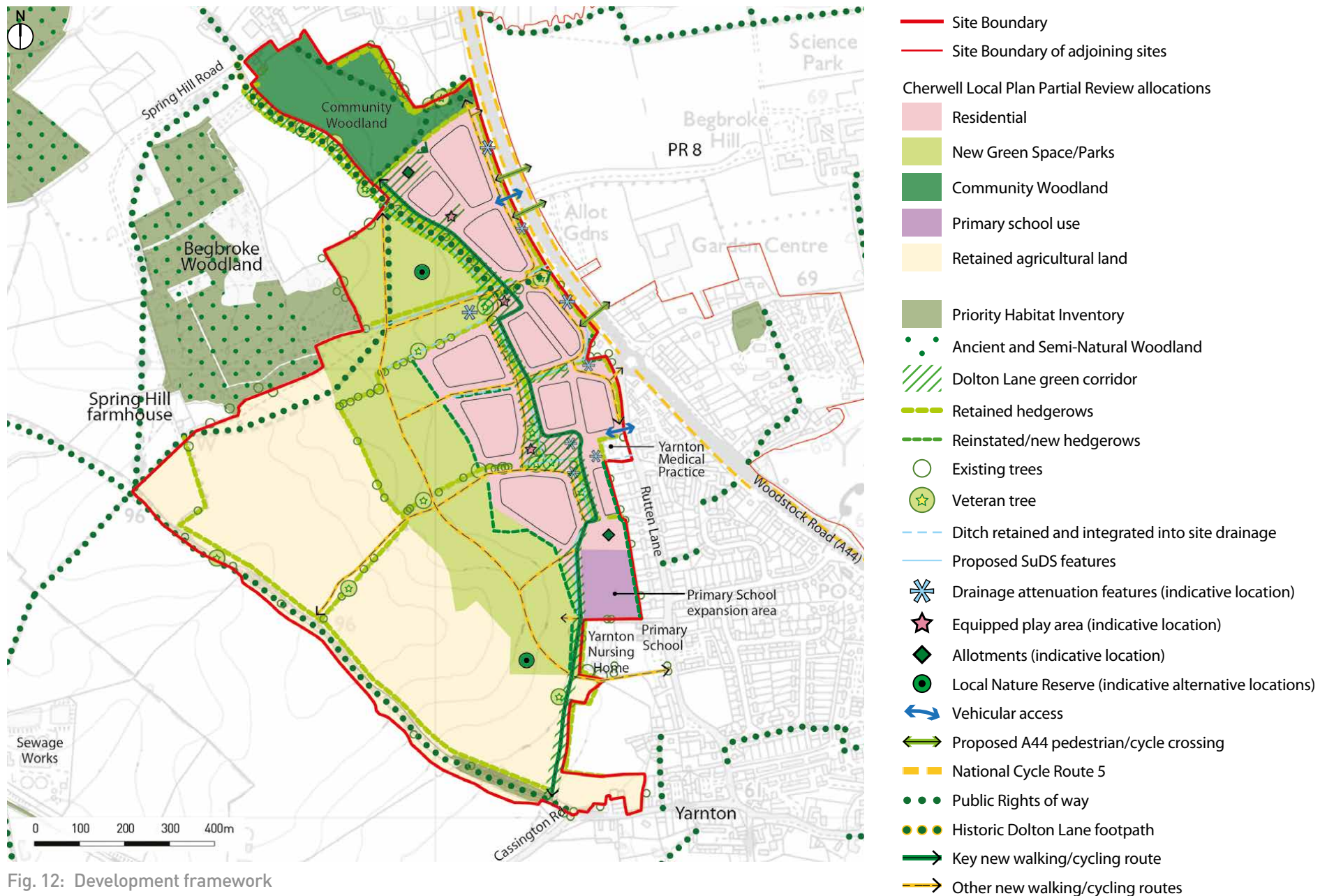
- 540 homes on 25 hectares of land
- 1.8 hectares of land for school expansion
- informal parkland area on 24.8 hectares of land, that incorporates a new Local Nature Reserve accessible to William Fletcher Primary School
- 7.8 hectares of land for community woodland
- 39.2 hectares retained for agricultural use
- facilities for formal sports, play areas and allotments

It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities at south east Kidlington.

The design process is to reflect a 'landscape led' approach where the evolving layout is influenced by the analytical Landscape and Visual Impact Assessment.

Fig. 12 illustrates the development framework for the site reflecting the Vision and the requirements of Policy PR9. Detailed design principles which underpin the delivery of the development framework are set out in the next chapter.







## 6.0 Development Principles

### 6.1 Sustainable construction and energy efficiency

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

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

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

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

Refer to the following policies set out the Council's current detailed requirements.

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

Policy ESD 1: Mitigating and Adapting to Climate Change

Policy ESD 2: Energy Hierarchy and Allowable Solutions

Policy ESD 3: Sustainable Construction

Policy ESD 4: Decentralised Energy Systems

Policy ESD 5: Renewable Energy

Policy ESD 6: Sustainable Flood Risk Management

Policy ESD 7: Sustainable Drainage Systems

Policy ESD 8: Water Resources

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

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability

## 6.2 Healthy Place Shaping

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

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

- provide new and enhanced walking, wheelchair and cycling connections which support active lifestyles at any age and which prioritise pedestrians and cyclists over the car
- improve and enhance connectivity to the existing public rights of way, National Cycle Route 5 and existing facilities at William Fletcher Primary School and Yarnton surgery
- provide connections with new planned facilities on site PR8 and towards the Oxford Canal, and Kidlington and Oxford
- create significant areas of new accessible public open space, a Nature Reserve Conservation Area, community woodland, food growing opportunities and children's play space
- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life

Accessibility is to be considered in the design of streets, public realm and properties. For example in relation to property accessibility for wheelchair users this would include providing private access from the ground floor to flats, accessible parking spaces next to the entrance, and avoiding reliance on lift access to upper floors.

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

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

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

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation





The character of Dolton Lane will be preserved



### 6.3 Character and layout

The site is to be developed as an extension of Yarnton village with a visible and strongly defined frontage to the A44 and a softer edge onto the hillside parkland to the west and community woodland to the north. Green corridors through the site including the historic Dolton Lane will be characterful multi-functional spaces for use by the community for movement, play and recreation.

The development is to closely follow the design approach set out in the Cherwell Residential Design Guide.

#### 6.3.1 Development principles:

- The layout is to provide a legible hierarchy of streets and spaces, with urban form varying in response to the proposed character area and local setting. A monotonous suburban layout and highways-led design is to be avoided.
- The design is to integrate with existing streets to the south and east and public rights of way (PRoW). The existing school, nursing home and medical centre are to be integrated into the overall layout.
- The layout and appearance are to sensitively respond to the sloping topography and landscape character of the site.
- Green infrastructure within the site including hedgerow and drainage corridors is to be designed as a connective element which supports the movement of wildlife and encourages walking and cycling, biodiversity and community use. This is to avoid the creation of a fragmented place.
- Play spaces are to be safe and exciting areas for children's play, and accessible for all. Play spaces are to have robust play equipment and materials that are fit for purpose.
- Homes are to overlook the open green spaces including the informal parkland to allow for visual connectivity and encourage passive surveillance along the western edge.
- A variety of different house types are to be provided including terraces, townhouses, semi-detached and a smaller proportion of detached houses and apartments, with the mix varying in response to the proposed character areas. Individual properties are to be arranged to create enclosure and a well-defined frontage to the street. Refer to the Cherwell Residential Design Guide for details of appropriate house types, groupings and relationship to the street.
- Housing is to meet the Nationally Described Space Standards – Technical Standards and CDC's Developer Contributions SPD.
- The affordable housing tender mix is to be agreed with Cherwell District Council. There is a preference for social rent tenure in line with Oxford City Council policy.
- Locally appropriate building materials should be used such as natural limestone and limited red brick. This applies to the main buildings, outbuildings and boundaries. Refer to the Cherwell Residential Design Guide for further details of local materials for use within the Clay Vale of Otmoor within which the site is located.



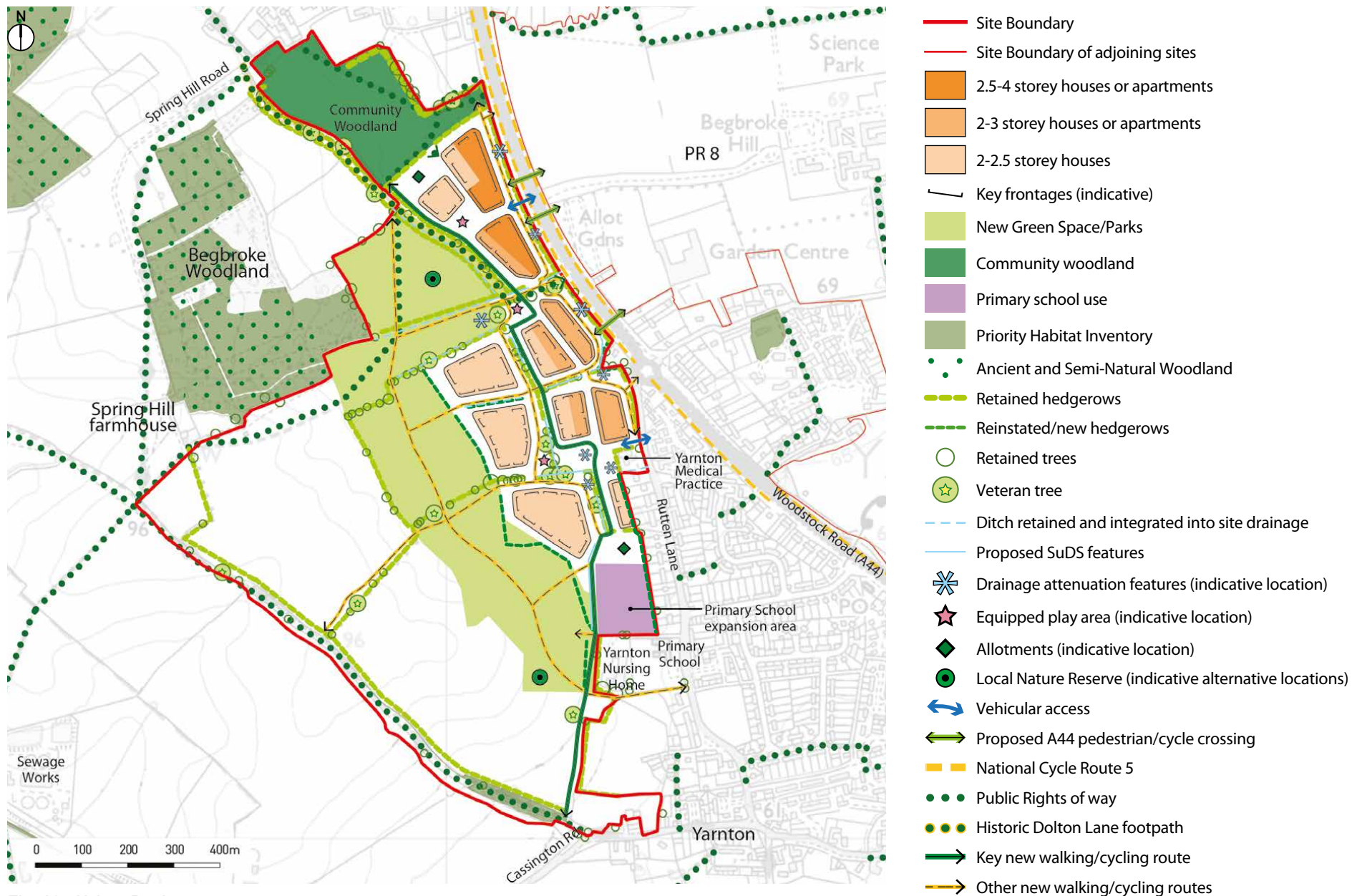


Fig. 13: Urban Design

The development will create four distinct but complementary areas of character. Each character area is identified by its location and generates a sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. There are three residential character areas described in this section. Further detail of the fourth character area, the Green Corridor, is presented in section 6.5.

- A44 frontage
- Dolton Lane
- Rural edge
- Green corridor

Each area is described in more detail below in this section. Fig. 14 provides an overview of the development site character areas. Fig. 13 provides further detail on urban design considerations including layout, frontages and building heights.

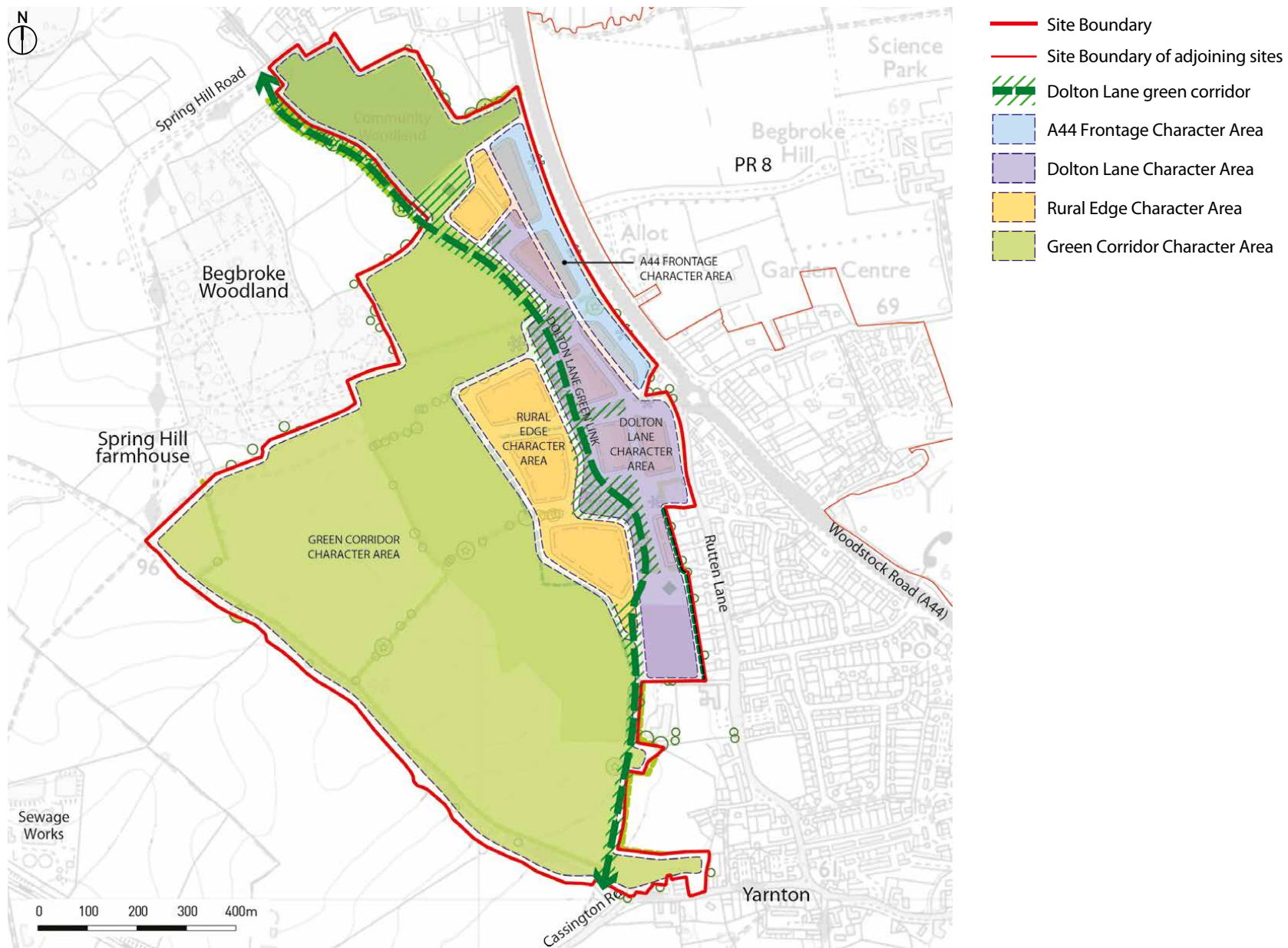


Fig. 14: Character areas

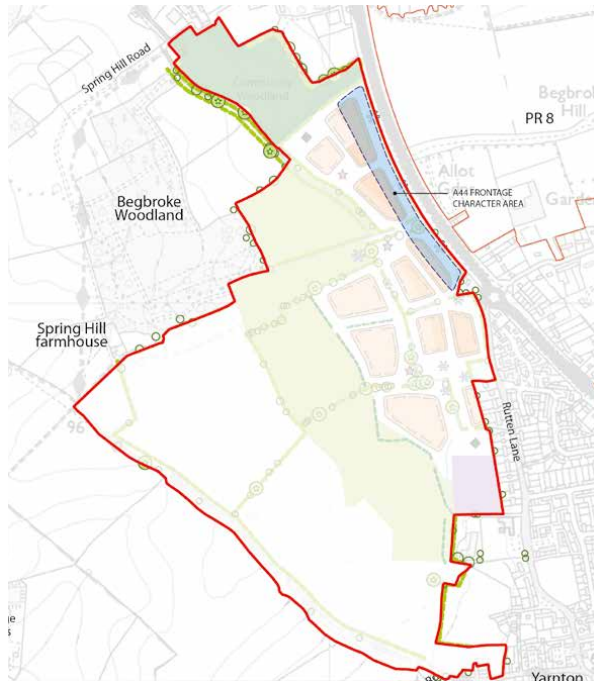
### 6.3.2 A44 frontage character area

Development in this character area will provide a high quality, formal frontage onto the A44. It will both reflect the character of Yarnton and respond to the planned development to the east of the A44.

#### **Development principles:**

- Properties are to front towards the A44 behind an appropriate landscaped set-back subject to noise and air pollution mitigation measures and drainage requirements.
- In general, the principles of good acoustic design are to be followed in the site layout and the internal design and specification of properties and gardens to mitigate the impact of potential noise pollution arising from the A44, while creating an attractive and accessible development frontage to the A44.
- The housing frontage needs to positively address any acoustic measures to primarily meet habitable rooms requirements, and if necessary to be near-continuous and itself act as a further barrier to the noise arising from the A44. Breaks in the frontage are to be limited.
- Buildings are to be generally 2.5-3-storeys in height taking a townhouse or terrace typology and a formal layout.
- Taller buildings of up to 4 storeys, including small apartment buildings with a well-articulated elevation and townhouses, are appropriate at the gateway to the site around the northern junction. Buildings in this location are to provide a sense of arrival and an attractive entrance to Yarnton from the A44.
- Garages in the front elevation are to be avoided, to maximise active ground floor frontage.
- The landscape corridor adjacent to the A44 is to retain existing high-quality mature trees and introduce new structural tree planting to formalise the frontage to the A44. The landscape corridor is to be publicly accessible and contain a walking and cycling route which connects with east-west routes at regular intervals giving access to the National Cycle Route 5 and bus stops on the A44. It will accommodate sustainable drainage features, form an attractive setting for the development, provide new areas of ephemeral wetland habitat and informal play opportunities, and support noise and air pollution mitigation.





Location plan



3 storey townhouses providing a continuous frontage



On plot parking provided to the rear



Townhouses at North West Bicester



Terrace properties at Elmbrook, Bicester

### 6.3.3 Dolton Lane character area

Running north-south in the middle of the site, this character area contains both the primary street and the extended Dolton Lane green corridor and provides a transition in scale and character from the A44 in the east to the open parkland in the west. It will provide a mix of family housing and include a number of green open spaces, pedestrian and cycle routes and drainage corridors. It provides access to Yarnton Medical Practice, Yarnton Residential Nursing Home and William Fletcher Primary School and contains the proposed school playing fields extension.

#### ***Development principles:***

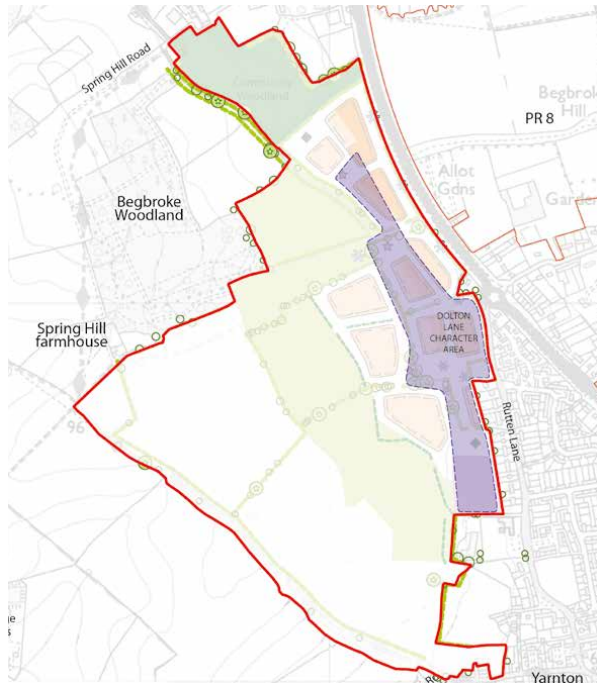
##### **Primary street frontage**

- The primary street runs north from a new junction with Rutten Lane adjacent to the Medical Practice and is to have a formal character, with a regular arrangement of homes and a near continuous building line behind small front gardens or privacy strips, creating a strong frame to the street.
- Homes fronting the primary street are to be generally 2-2.5 storey short terrace runs and townhouses and semi-detached houses, with a smaller proportion of detached properties. Occasional 3 storey buildings may be appropriate, for example at key corners or at the entrance to the site.
- On plot vehicle parking in front of properties is to be avoided. Easily accessible cycle parking is to be provided.
- Yarnton Medical Practice is to be incorporated into the street frontage with an appropriate boundary treatment and access from the primary street.
- Where existing properties are to back onto housing or school playing fields, a landscaped buffer is to be provided such as a planted hedgerow.
- Consideration should be given to maintaining direct pedestrian access to the rear gardens of properties on Rutten Lane, where this can be achieved securely and without impacting on privacy.

##### **Dolton Lane green corridor frontage**

- The historic Dolton Lane is a key structuring element of the overall plan. It is to be buffered and extended within a substantial green corridor (hatched on the development framework plan) connecting the community woodland in the north with William Fletcher Primary School and Frogwelldown Lane in the south. Further details of the Dolton Lane green corridor requirements are provided in section 6.5.
- The green corridor will contain new north-south pedestrian and cycle routes which are to sit outside the historic hedge lined lane, in order to preserve its rural character. To minimise breaks in the hedgerow, walking and cycling routes should be provided on both sides serving properties to the east and west. For more detail please see chapter 6.4.
- Properties adjacent to the green corridor are to front onto and provide passive surveillance of the green space and PRoW.
- Where properties back onto existing properties on Rutten Lane, hedgerow planting is to be provided to the rear.
- A more informal, organic arrangement is appropriate in this area with a semi-continuous building line of short runs of terraces, combined with semi-detached houses with occasional detached dwellings of 2-2.5 storeys, framing local views into the green spaces.
- Landscaped front gardens of up to 4m will be bounded by stone walls or hedges.
- Two east-west pedestrian routes will cross the character area providing direct routes to the A44 National Cycle Route and bus stops, A44 crossing points and onwards to proposed facilities at PR8, Kidlington village centre and to the parkland to the west.





Location plan



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



Houses fronting onto a green corridor



Pedestrian and cycle route with drainage corridor

#### 6.3.4 Rural edge character area

Situated in the western part of the developable area this character area will provide a soft transition between the urban environment and the open parkland to the west.

##### **Development principles:**

- Buildings are to front onto the informal parkland, Dolton Lane green corridor, allotments and the community woodland to promote natural surveillance.
- A mix of house types including a greater proportion of semi-detached and detached houses on larger plots is appropriate in this character area. Buildings are to be arranged to form a cohesive overall street frontage, with an informal layout, while avoiding arbitrary variation in building set back and alignment.
- Houses should be generally 2-storey in height with occasional 2.5-storeys in key locations, i.e. corner buildings or to provide stronger enclosure to open space.
- Wider, landscaped front gardens bounded by hedgerows or low stone walls, or planted privacy strips will provide a soft interface between the building line and green spaces.
- The principles for Dolton Lane green corridor under 6.3.3 also apply to parts of this character area.

#### 6.3.5 Green corridor

The fourth character area covers the western part of the site which is designated Green Belt. Uses in this area include agriculture, community woodland, publicly accessible informal parkland and local nature reserve. It is to be kept free from built development.

Retained Green Belt within the allocation boundary is to be enhanced to provide community and biodiversity benefits including new publicly accessible green space, community woodland, public rights of way, and habitat creation and enhancement.

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

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

Policy BSC 3: Affordable Housing

Policy BSC4: Housing Mix

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

Policy ESD 17: Green Infrastructure

Policy Villages 2: Distributing Growth across the Rural Areas

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

Policy PR9 – Land West of Yarnton

##### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

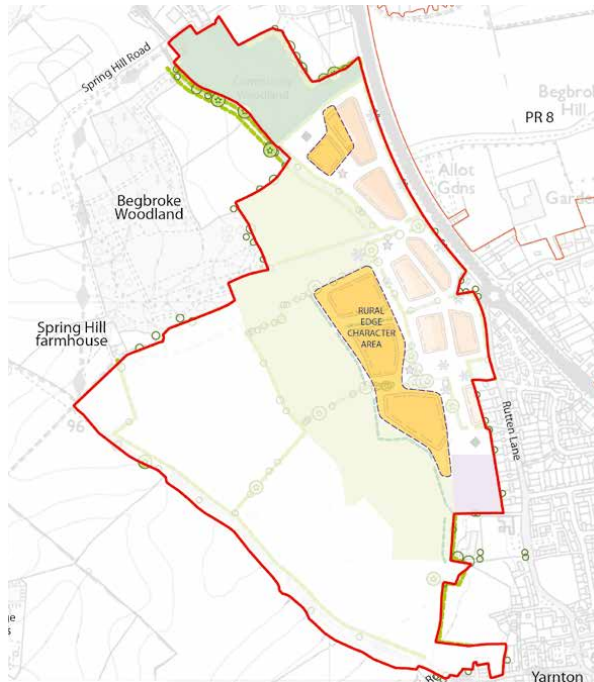
Chapter 5: Streets and Spaces

Chapter 6: Building and Plot Arrangements

Chapter 7: Building Elevations and Details

Chapter 8: Innovation and Sustainability





Location plan



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



Buildings fronting onto green spaces, Trumpington Meadows, Cambridge



Detached house with parking to the side, Heyford

## 6.4 Movement and access

### 6.4.1 General principles

The layout of the site is to prioritise movement by active and sustainable modes by creating excellent pedestrian, cycle, wheelchair connectivity within the site, to Yarnton and its local services and facilities including William Fletcher Primary School, to public transport routes on the A44, to Begbroke village, and to allocated site PR8 and the proposed community facilities, and towards Kidlington village centre. In doing so, and by connecting directly with the surrounding street network, the layout will encourage movement by walking and cycling and limit unnecessary car trips.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide and the Manual for Streets, in a manner which is appropriate to the character and quality of place which is to be created as described below. A standardised highways-led layout is not acceptable: carriageway space and turning radii are to be limited (in line with adopted guidance).

### 6.4.2 Vehicle access

Policy PR9 requires at least two site access points be provided from the A44. However, further analysis has indicated a preference for the second access to be taken from Rutten Lane adjacent to the Medical Practice, rather than from the A44.

#### **Development Principles:**

- Vehicular access in the northern part of the site will be provided from a new arm to the existing signalised junction on the A44. The size and type of the reconfigured junction required will need to be determined by the scale of impact of sites PR8 and PR9 assessed together and is to be agreed with OCC Highways. The junction will need to have sufficient capacity to cope with demand from both developments. Bus priority measures may be included along with pedestrian and cycle crossings on all arms, in line with OCC policy requirements for bus and cycle connections into Oxford.
- The second vehicle access point will be provided from Rutten Lane, adjacent

to the existing Yarnton Medical Practice.

- A direct, connecting primary street will be created between these two access points. The primary street will provide a new access to the Medical Practice, with secondary routes providing access to all parts of the site and towards Yarnton Residential and Nursing Home.

### 6.4.3 Pedestrian and cycle access

Pedestrian, wheelchair and cycle access points into the site will be provided on all boundaries, connecting north-south and east-west routes across the site with the surrounding area (see Fig. 15 for indicative locations).

#### **Development principles:**

The following access points for pedestrians, wheelchair users and cyclists are to be provided:

- At least four access points east onto the A44 corridor, providing direct access to the bus stops and cycling infrastructure along the A44. These should provide direct connections with A44 pedestrian and cycling crossings and onward routes to the east of the A44 through site PR8.
- Access onto Spring Hill Road to the north.
- Access to Cassington Road/Frogwelldown Lane to the south.
- One access point to Rutten Lane adjacent to the Medical Practice.
- To the south of the primary school and nursing home a pedestrian footpath should be provided to Rutten Lane (subject to survey and agreement with the pre-school, school and nursing home and agreement on how this will be managed in perpetuity). The accesses from Rutten Lane to the school will be of the school site and secured as required for safeguarding purposes.
- Regular access points from the developable area, into the parkland and community woodland to the north and west, connecting with the existing network of public rights of way and the surrounding countryside. This will include some pedestrian/wheelchair only access points.



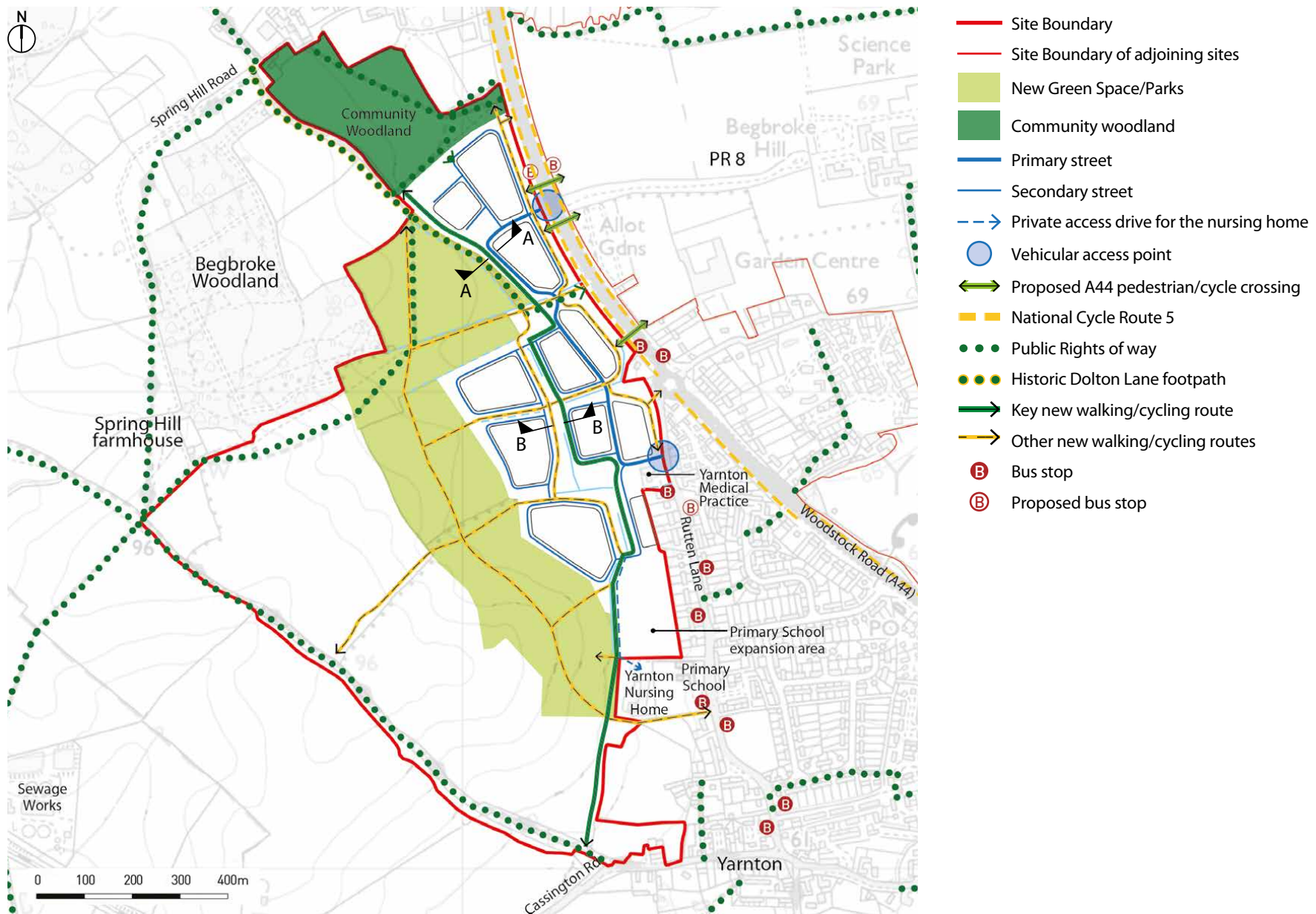


Fig. 15: Movement and access

#### 6.4.4 Street hierarchy and typologies

The street hierarchy for the site identified on Fig. 15, follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

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

In addition, a private access drive is to be provided to Yarnton Residential Nursing Home at the southern end of the site. This is to be managed and maintained by the nursing home. Subject to agreement with the nursing home.

All streets across the site should have a maximum design speed of 20mph.

#### **Primary street**

The primary street is to provide a north-south connection between the two access junctions and give access to a connected network of secondary streets.

#### ***Development principles:***

- The primary street is to follow the design guidance for general residential streets set out in chapter 5.0 of the Cherwell Residential Design Guide.
- It is to have a formal character with a near-continuous building line and small front gardens or privacy strips.
- The street should have a carriageway of between 4.8 – 5.5m varying to accommodate street trees, opportunities for on-street parking and pinch points for traffic calming (which should also be reflected in the building line).
- The street design is not required to accommodate bus movements.



Near-continuous building line and small front gardens



### Secondary streets

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

#### ***Development principles:***

- The secondary streets are to follow the design guidance for minor residential streets or lanes set out in chapter 5.0 of the Cherwell Residential Design Guide.
- Streets should generally accommodate a 4.8m carriageway plus footways. On no through routes, or where they abut green spaces, they may take the form of shared lanes, subject to the necessary safety audits.



Secondary street precedent



Shared surface lane, houses overlooking footway/cycleway

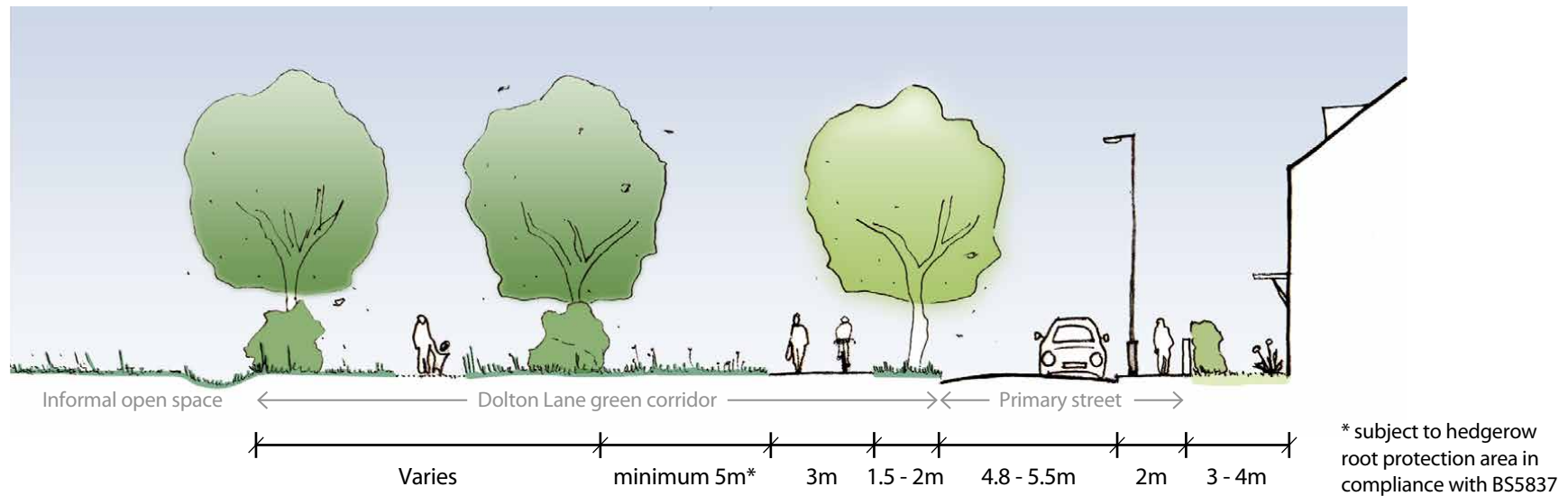


Fig. 16: A-A – typical primary street cross section showing relationship to Dolton Lane (refer to Fig. 15 for section location)

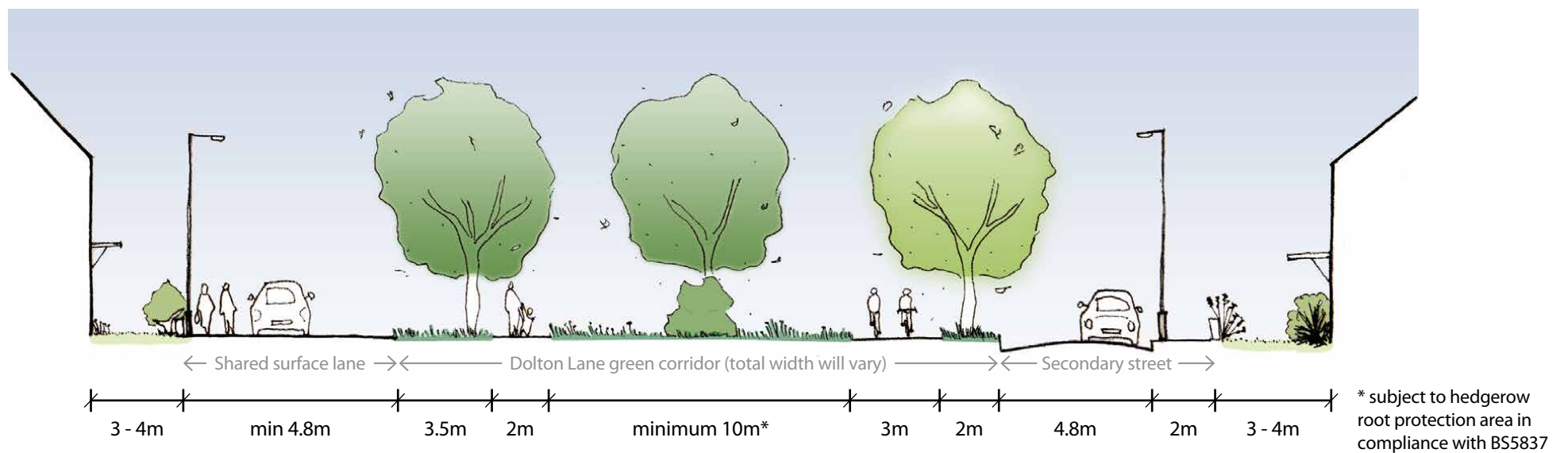


Fig. 17: B-B – typical secondary street cross section showing relationship to Dolton Lane green corridor (refer to Fig. 15 for section location)

#### 6.4.5 Walking and cycling network and strategic links

In addition to provision for walking and cycling on the connected street network, a series of new and enhanced walking and cycling links will be provided as part of the green corridors running north-south and east-west across the site.

A new north-south walking and cycling route will create a continuous route through the development and provide a safe route to William Fletcher Primary School.

The development is to protect, integrate and extend existing public rights of way and create new routes through the publicly accessible open spaces and countryside to the north and west.

Routes should support wider connectivity, in line with the emerging Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).

The design of cycling routes is to be in line with the LTN 1/20 Cycle Infrastructure Design, 2020 and should include appropriate signage or surfacing treatments to encourage use and support a modal shift away from car use.

#### **Development principles:**

##### **Dolton Lane green corridor**

- The historic hedge-lined Dolton Lane is to retain its rural character.
- A paved, north-south walking and cycling route (with potential for a bridleway) within a generous landscape corridor is to run to the east of Dolton Lane and on either side of hedgerows further south, extending from the community woodland to Frogwelldown Lane/Cassington Road.
- It should be sensitively designed in response to habitat and green space character. This includes appropriate lighting to minimise impact on wildlife.



High quality rural footpath

- The potential to upgrade Frogwelldown Lane footpath to a bridleway should be explored, connecting with Dolton Lane to create a traffic free route for equestrians.

##### **Other new routes**

- At least two east-west walking and cycling routes are to be created across the developable area connecting into the Dolton Lane green corridor. These are primarily to provide connectivity to the allocated site to the east of the A44 and into Yarnton.
- At least two new/extended public rights of way (footpath or bridleway) are to be provided running west across the informal open space to connect with existing footpaths. Bridleways are to be suitable for equestrians in line with British Horse Society Guidance.



- A new pedestrian footpath from Rutten Lane to the Dolton Lane green corridor, immediately to the south of the school and nursing home is to be provided (subject to survey and agreement with the pre-school, nursing home and the school and agreement on how this will be managed in perpetuity).
- Routes within the developable area are to be overlooked by building frontages to provide passive surveillance.
- A new formal pedestrian and cycle crossing is to be provided on the A44 at the existing bus stops in order to provide safe crossing between these and to allow direct connections between PR9 and the south west corner of PR8. The location is to be agreed with OCC Highways subject to detailed assessment and Road Safety Audit.
- Improvements to off-site connections south towards Oxford to connect in the with the Cassington Roundabout to Peartree Interchange scheme will be required and are to be agreed with OCC.

#### 6.4.6 School access and drop-off

Refer to section 6.6 for requirements in relation to school access and parking.

#### 6.4.7 Parking

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

#### **Development principles:**

- A range of parking solutions should be used, appropriate to the street and plot typology.
- The Council advocates the use of unallocated on-street parking wherever possible, to increase flexibility and reduce the number of spaces required overall. This should be integrated into the street design and clearly defined.



On street parking

Where on street parking bays are provided they should be broken up in maximum groups of four spaces.

- Visitor parking is to be provided on street serving residential and leisure uses.
- Rear parking is generally the least preferred solution, but may be necessary to maintain a continuous street frontage. Where rear parking is necessary it should be clearly related to individual properties, ideally located within rear gardens of properties rather than in a communal parking court and accessed from a secure rear lane.
- Cycle parking provision is to be in line with OCC's adopted cycle parking standards in secure and convenient locations relating to private dwellings. Cycle parking is to be easily accessible (ideally to the front of properties) to promote active travel.



- Public cycle parking should be provided to serve green spaces, the community woodland and school and be located close to walking and cycling routes.

#### 6.4.8 Emergency access and refuse collection

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

Refer to Cherwell Residential Design Guide section 5.13 for the requirements for service access and refuse bin storage design.

#### 6.4.9 Public transport

There is no requirement for a bus route to run through the site.

As noted above, the site layout walking routes must provide direct walking routes to the existing and proposed bus stops on the A44 and Rutten Lane and pedestrian crossing points.

There will be a requirement for contributions towards the off-site A44 southbound bus lane enhancement, and for increased service provision. These are to be agreed with OCC.

An additional pair of bus stops on the A44 serving the northern part of the site is required. The locations of these are likely to be immediately north of the main access from the A44, subject to further discussion with OCC Highways.

An additional southbound bus stop opposite the existing north bound bus stop in the vicinity of Yarnton Medical Practice on Rutten Lane is required.

There will be a requirement for contributions towards the off-site A44 southbound bus-lane enhancement which is to be agreed with OCC.

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

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

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

#### **Cherwell Local Plan 2011-2031 – Partial Review**

**(adopted September 2020)**

Policy PR4a: Sustainable Transport

Policy PR9 – Land West of Yarnton

#### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

## 6.5 Green infrastructure

### 6.5.1 Landscape character areas

In line with Policy PR9, significant areas of open landscape are to be retained in the western part of the site and a community woodland created to the north forming the Green Corridor character area. A series of integrated green spaces and corridors created are to be provided within the developable area. Together these and other features form a multi-functional green and blue infrastructure network across the whole development site providing a range of ecosystem services.

The hillside landscape in the western part of the site, the historic hedgerows and lanes including Dolton Lane, and the site's veteran trees are defining features of the site's character which are to be retained and sensitively integrated with the development.

An enhanced green infrastructure network will be created, providing connected wildlife corridors through the development site and enhancing wildlife connections with Begbroke Woodland, and along Frogwelldown Lane (which is a District Wildlife Site) and Dolton Lane.

Key features include:

- informal parkland area on 24.8 hectares of land, that incorporates a new Local Nature Reserve
- 7.8 hectares of community woodland
- 39.2 hectares retained for agricultural use
- connected green corridors including the retention and enhancement of existing hedgerow corridors and trees
- habitat buffer to Begbroke ancient woodland
- public play spaces
- 0.49 hectares of community allotments
- retention of drainage features and new sustainable drainage features
- private gardens

Policy PR9 requires a Biodiversity Impact Assessment be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan. The Government's forthcoming Environment Bill is likely to introduce a mandatory approach to require 10% biodiversity net gain. In recognition of that, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. PR9 Policy delivery requirements 9, 10, 11, 23 and 24 indicate measures to be incorporated into the development scheme and are reflected below.

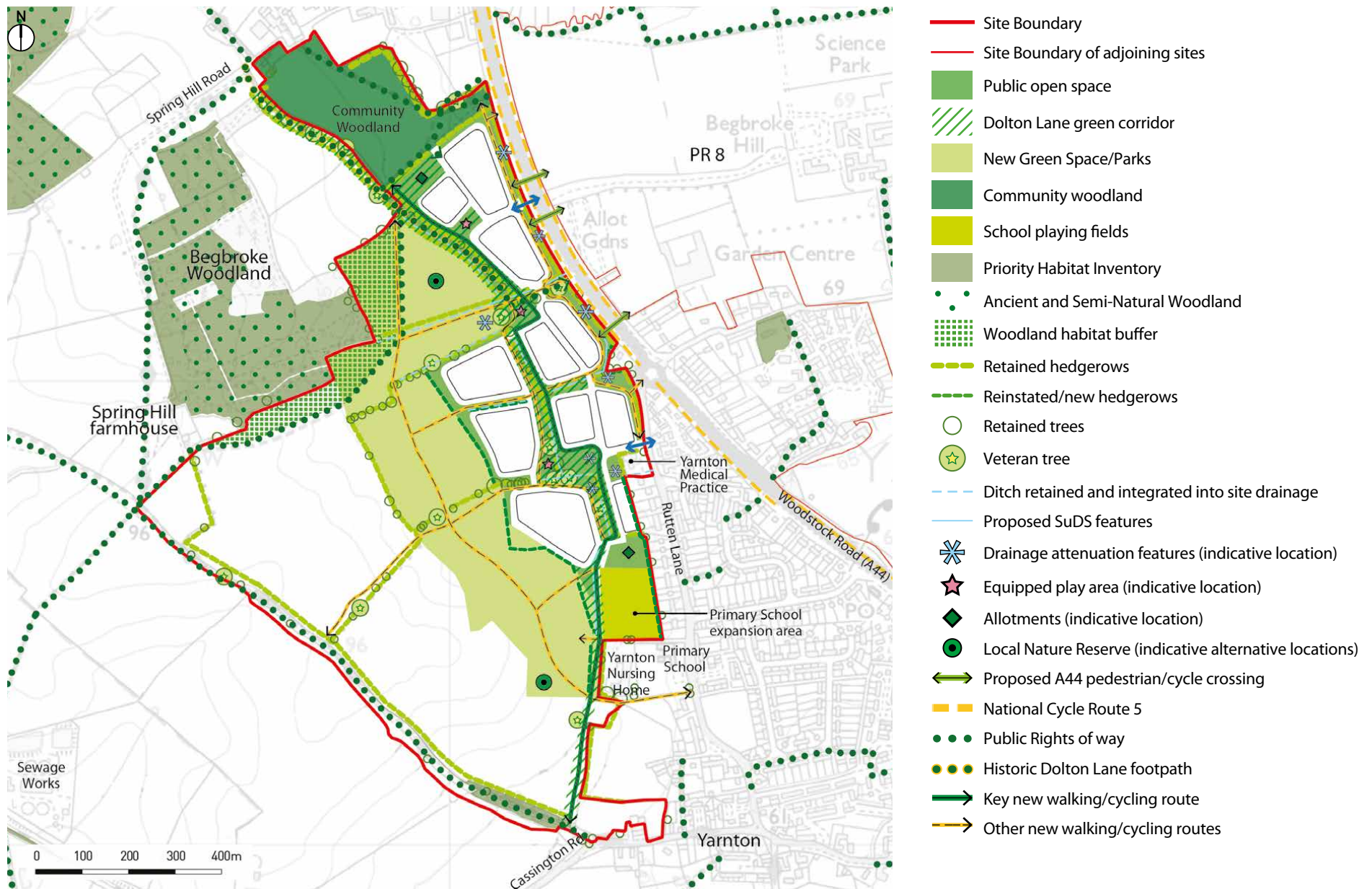


Fig. 18: Green infrastructure

**Development principles:****Green Corridor character area**

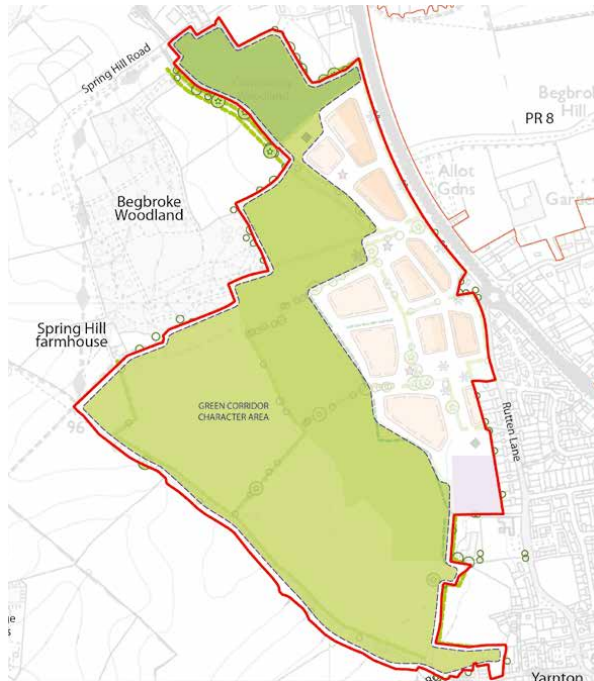
- The Green Corridor character area is to comprise retained agricultural land with enhanced public access, informal parkland open space, community woodland, woodland buffer planting to Begbroke Wood and a local nature reserve. These spaces will be connected by an enhanced network of public rights of way.
- Land immediately to the west of the residential area is to become publicly accessible informal parkland comprising managed grassland suitable for informal recreation, meadows, scrub and new and existing hedgerow corridors and footpaths.
- A local nature reserve is to be provided of a potentially viable size to enable the following features:
  - Connect Dolton Lane to Frogwelldown Lane (to be agreed, subject to location)
  - Establish a Wildlife Corridor
  - Habitat to encourage local flora and fauna
  - Accessibility to William Fletcher School as a key community space
- The location and extent of the Local Nature Reserve remains flexible and subject to surveys and agreement with the Council. Two possible locations are shown on Fig. 18.
- Habitat creation within the nature reserve area is to support notable and protected species such as the silver-washed fritillary and black hairstreak butterflies and great crested newt which have been recorded at the site. Footpaths in this area are to be appropriately fenced to limit access to areas of habitat.

- A community woodland is to be established to the north of the residential area. The woodland will help to secure net biodiversity gain, provide a buffer to Begbroke village and help to protect Begbroke Wood Ancient Woodland by providing an alternative focus for recreation. There is an opportunity to engage the local community in the planting and management of the woodland.
- In line with Government guidance a buffer zone of at least 15m is to be provided at the edge of Begbroke ancient woodland. Ideally the buffer should extend from the woodland to the existing footpath as shown on Fig. 18. The existing woodland has areas of abundant violet which are the larval food plant for the silver washed fritillary butterfly and some rides. The buffer should create of additional areas of similar woodland and wide, sunny, flower rich rides and/or glades to provide additional feeding areas for the adults.
- Land on the western boundary of the site is to be retained in agricultural use. Existing footpaths are to be retained and enhanced in this area, with the potential for additional routes connecting the development site with the wider public right of way network.
- The site offers long distance views from the western boundary. These views are to be retained. Seating and interpretation material could be provided at key viewpoints.

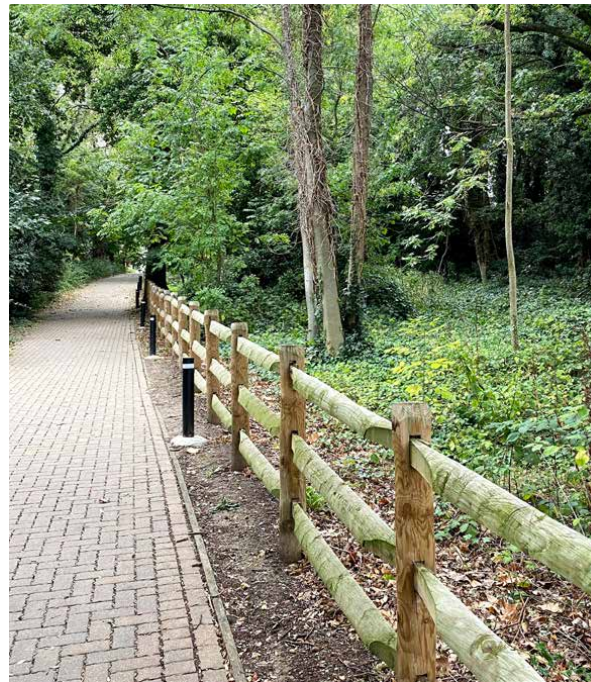
**Dolton Lane green corridor**

- The historic, hedge-lined Dolton Lane is to be protected and a north-south corridor of green space extended southwards connecting with Frogwelldown Lane (District Wildlife Site). The green corridor is to be a generous, multi-functional green space running the length of the development and containing and linking green spaces for play, allotments, informal recreation, existing and new hedgerows and trees, and habitat areas.





Location plan



Green infrastructure precedents



**Other green infrastructure features**

- Community allotments totalling 0.49 hectares in size are to be incorporated within the allocated developable area. Two potential locations are indicated on Fig. 18. The design, location and character of the allotments are to be agreed with the Council.
- Existing individual and groups of veteran, high and moderate quality trees are to be retained. Appropriate buffer zones are to be provided to avoid root damage and should be considered when planning sustainable drainage infrastructure.
- Existing intact species rich and other hedgerows within the site will be retained as far as possible. When the need to cross them occurs, existing gaps will be used wherever possible. The reinstatement of historic hedgerows is encouraged. A grassland habitat buffer of minimum 5m is to be introduced on either side of the hedgerows, subject to hedgerow root protection area in compliance with BS5837.
- Individual native trees will be planted within habitat buffers, public open spaces, as street trees on all streets and within private gardens. The overshadowing effect on gardens and windows from proposed trees should be minimised by planting small/medium native trees (i.e. Field Maple).
- Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play area and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
- The scheme is to include provision of in-built bird and bat boxes, wildlife connectivity between gardens and the provision of designated green walls and roofs where viable. Refer to the Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.

**6.5.2 Play and sports**

It is the Council's preference that in lieu of on-site formal sports provision an appropriate financial contribution be made towards new and improved facilities at south east Kidlington.

A range of different types of play space are to be provided within the site in safe, accessible locations. Potential play space locations are indicated on Fig. 18, but alternative locations would be considered.

**Development principles:**

The following play spaces are to be provided within the site:

- **One Local Area of Play (LAP)** for 2 to 6-year old children located in the central-southern part of the developable area:
  - Minimum 100 sq. m (10m x 10m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 6. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
  - A minimum of 3 individual items of play equipment of an urban (steel frame) character suitable for a range of play experiences and/or single multi-functional play units.
  - The equipped activity zone should be located a minimum of 5m from the nearest dwelling boundary. The landscaped area around the equipped activity zone could be used to incorporate this buffer.



- **One combined LAP and Local Equipped Area for Play (LEAP)** to be provided for 2 to 8-year old children to be provided in the northern part of the developable area:
  - Minimum 500 sq. m equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 2 to 8. The size of the equipped activity zone should be a minimum of 10m x 10 m in respect of the LAP element and 20m x 20m in respect of the LEAP element. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.
  - A minimum of 8 individual items of play equipment for a range of different play experiences and/or a number of multi-functional play units, depending on the design layout of the play space.
  - The equipped activity zone within the landscaped area should be located a minimum of 10 m from the nearest dwelling boundary and 20 m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- **One combined LEAP and Neighbourhood Equipped Area for Play (NEAP)** for 4 to 12-year-old children is to be provided in the central-northern part of the developable area:
  - Minimum 1400 sq. m equipped activity zone comprising an area of play equipment and structures and a hard-surfaced area of at least 465 sq. m, set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 12. The size of the equipped activity zone should be a minimum of 20m x 20m in respect of the LEAP element and 31.6m x 31.6m in respect of the NEAP element. The size of the landscaped area (incorporating the equipped activity zone) will be informed by the development context (acknowledging activity zone buffer requirements) and local design guidance.





- A minimum of 13 individual items of play equipment for a range of different play experiences and/or single multi-functional play units depending on the layout of the play area.
- The equipped activity zone within the landscaped area should be located a minimum of 10 m from the nearest dwelling boundary AND 20 m from the nearest habitable room façade. The landscaped area around the equipped activity zone could be used to incorporate this buffer.
- Play areas are to be well overlooked. They should be located within the 400m walking distance of all new homes within the development and close to pedestrian and cycling routes.
- In respect of Health and Safety public play space and play equipment are to be designed to the most current safest, standards possible, to minimise the risks for children. Refer to Play Safety Forum: Managing Risk in Play and RoSPA.
- The location and design of play areas is to consider the risks to children's safety in relation to any areas of water including features forming part of the SuDS system (see 6.5.12).
- All play surfaces, gate openings are to be accessible for disabled children, parents and carers with limited mobility. Each public play space should accommodate play equipment specifically designed for disabled children.
- Play areas are to be constructed from robust and durable materials to last into the future. Full construction details are required for planning approval under reserved matters. Valid suppliers' guarantees for play equipment, furniture and safer surfaces should be provided.
- There is to be no underground or above ground utilities for play areas given the potential disruption to children's physical and social development when a play area has to be closed for essential maintenance and refurbishment of such utilities.

- The public play space locations are not to be used for constructor's compounds, contractor parking, or storage of building materials. This is to prevent the contamination and compaction of topsoil and subsoil, resulting in a health risk for children.

### 6.5.3 Blue infrastructure

The site is highly impermeable and run-off from it already poses a significant flood risk. It contains a series of steeply sloping ditches which discharge at high velocity to the west of Rutten Lane and onto Cassington Road. Areas of concern include; the medical practice, Stoutsfield Close and at the junction of Cassington Road and Rutten Lane, at Cassington Road where run-off from the west discharges onto it causing Cassington Road to act in the manner of a fast-flowing watercourse. This in turn exacerbates the flooding at the junction of Cassington Road with Rutten Lane. There has been reported foul sewer overtopping in Yarnton Village during flood events. Further work will be required for a planning application to determine flood risk and the measures needed for the site. Sustainable Drainage Systems (SuDS) within the development site will be carefully designed in line with the principles provided in CIRCA SuDS Manual (C753), the Cherwell Residential Design Guide section 4.7 and the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (2018).

#### **Development principles:**

- Existing ponds and ditches are to be retained as part of the site drainage system. Together with proposed drainage features they are to be integrated into green space network creating environments for planting, habitat creation and interaction with wildlife.
- It is expected that the site will drain towards the eastern part of the site, reflecting the topography and existing outfalls on the eastern boundary, with drainage attenuation Fig. 18 to be agreed in detail with the Lead Local Flood Authority (LLFA), as an integral part of the overall landscape strategy for the site.

- Consideration must be given to diverting all overland surface water flows away from development.
- Wherever possible, opportunities should be taken to reduce flood risk to existing development by intercepting and diverting and/or attenuating overland surface water flows from the west.
- Attenuation ponds should not be placed within the area identified for school expansion. Runoff from the hillside to the west will need to be attenuated before it reaches both the new nursing home access road and the school boundary. The LLFA recommends the applicant places the attenuation for the school site outside the immediate school boundary. This should be in the form of an on the surface attenuation basin as opposed to underground storage. The LLFA feels this would provide bio-diversity benefits, cost savings and a reduced maintenance liability.
- Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required.
- Open drainage systems including ponds and swales should be used wherever possible, rather than crates.
- Groundworks associated with drainage must avoid damage to existing trees and hedgerows and their root protection zones.
- Drainage infrastructure should generally be provided within the residential developable area outside and outside the Green Belt, however subject to justification and detailed design, it may be acceptable to provide drainage features of a semi-natural appearance within the Local Nature Reserve west of the school.



SuDS feature, Princes Chase, Leatherhead

#### 6.5.4 Definition and treatment of Green Belt Boundary

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

The new Green Belt boundary will be clearly defined within the site by a new hedgerow line along the western boundary of the developable area (to include new hedgerow and tree planting), Dolton Lane and the community woodland.

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

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD 3: Sustainable Construction

Policy ESD 5: Renewable Energy

Policy ESD 6: Sustainable Flood Risk Management

Policy ESD 7: Sustainable Drainage Systems (SuDS)

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

Policy ESD 11: Conservation Target Areas

Policy ESD 13: Local Landscape Protection and Enhancement

Policy ESD 14: Oxford Green Belt

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

Policy ESD 17: Green Infrastructure

Cherwell Local Plan 2011-2031 – Partial Review

(adopted September 2020) Policy PR3: The Oxford Green Belt

Policy PR5: Green Infrastructure

Policy PR9 – Land West of Yarnton

#### **Cherwell Residential Design Guide SPD**

**(adopted 16 July 2018)**

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

## 6.6 Community infrastructure

In addition to the green infrastructure for community use identified above, Policy PR9 requires the provision of 1.8ha of land for playing fields for William Fletcher School to enable the expansion of the school on its current site to the south of PR9.

There is no formal requirement for community use of the school playing fields.

#### **Development principles:**

- The shape and location of the proposed school playing fields in the Development Brief, is indicative and will be subject to further detailed assessment as part of the master planning process.
- To ensure that the school site is in the optimal location and layout for satisfactory education provision, it shall comply with the County Council's design requirements, processes, interrogations and checklists as described within the following documents:
  - Information required to assess the suitability of a school site
  - Design criteria for Primary school sites
  - Education checklist
- The playing fields should have a gradient no greater than 1:100 along the line of play and 1:50 across the line of play.
- The playing fields are to be contiguous with the existing school site and within a secure perimeter boundary.
- Potential noise arising from the playing fields is to be assessed as part of the noise assessment required for the planning application and an appropriate noise mitigation strategy implemented to protect the residential amenity of properties fronting Rutten Lane. A commuted sum will be required to cover the long-term maintenance of acoustic fencing or other mitigation measures within the school site.



**Access requirements**

- A pedestrian path is to be provided within the school boundary safely connecting the main school site with the walking and cycling route along Dolton Lane and a school drop-off area at the northern end of the playing fields.
- Vehicle access routes for school drop-off are to be provided to the northwest of the playing fields site on a through route or loop to avoid vehicles reversing near children. There shall be no dead ends in the vicinity of the school. 20 parking spaces for pupil drop off and pick up are required.
- Vehicular access routes into the school expansion land are to be provided at the north and south ends of the playing fields. These accesses are to be no steeper than 1:21 from the highway to the level at the boundary of the school playing field expansion site.
- The existing vehicular access from Rutten Lane to the school and nursing home is to be retained as a vehicular route to access the school site only, that will be secure and that will not cross the children's pedestrian routes within the school site. Subject to agreement with the nursing home.
- To enable an integrated and secure primary school site, the existing vehicle and pedestrian access to Yarnton Residential Nursing Home from Rutten Lane is to be rerouted via the site. This route, where it runs alongside the playing fields is to be a private access for the nursing home and will be managed and maintained by the nursing home (subject to agreement with the nursing home).
- The vehicular access and pedestrian routes into the school and nursing home sites are to be shallower than 1:21 from the drop off area into the school and nursing home access and along all routes to the school site.
- A new pedestrian footpath between the Nursing Home and Rutten Lane is to be created along the southern boundary of the school (subject to survey and agreement with the pre-school, nursing home and school and agreement on how this will be managed in perpetuity).

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

Policy BSC 7: Meeting Education Needs

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation

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

Policy PR9 – Land West of Yarnton

## 6.7 Heritage and archaeology

The site is located to the south of Begbroke Conservation Area. The site sits within an area of known archaeological potential and prehistoric finds have been recorded within the site. As shown on Fig. 10, the proposed development and community woodland, overlaps with identified medieval ridge and furrow earthworks.

Planning applications for development on the site will need to include a desk based assessment incorporating the results of an archaeological evaluation, to assess the significance of any archaeological deposits on the site.

An archaeological mitigation strategy, including provision for the preservation in situ of any significant archaeological deposits, will need to be submitted along with any planning application for the site.

### ***Development principles:***

- The community woodland and its boundaries are to be designed sensitively in response to the setting of Begbroke Conservation Area.
- Historic ridge and furrow earthworks located within the proposed informal parkland should be left intact and integrated into the landscape design of the green space.
- Opportunities to retain and incorporate ridge and furrow earthworks within the community woodland and green spaces of the developable area should be explored.

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

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

Policy ESD 17: Green Infrastructure

### **Saved policies contained in the Cherwell Local Plan 1996**

C23: Retention of features contributing to character or appearance of a conservation area

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

Policy PR9 – Land West of Yarnton

### **Reference should also be made to:**

The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England 2017

## 6.8 Utilities and infrastructure

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

### ***Development principles:***

- A coordinated approach to utilities planning should ensure that utilities are provided from the outset and integrated into utilities corridors. The street layout is to be organised to minimise utilities diversions wherever possible.
- The existing power lines are to be appropriately reflected in the site layout or rerouted in agreement with utilities providers.
- The site is crossed by an abandoned and replacement sewage rising mains. Thames Water must be consulted on the width of corridor they require to be reserved for future access and on the future use of the reserved corridor.
- Potential noise pollution arising from the A44 should be mitigated by following the principles of good acoustic design. For example, it is assumed that houses at the eastern boundary of the site should face onto the source of the noise to shield gardens and provide mitigation to rest of the development site (see Fig. 14). Structural landscape or acoustic fencing along the eastern boundary should be introduced to protect existing residential properties from potential noise arising from school's playing fields.

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

Policy BSC 9: Public Services and Utilities

Policy INF 1: Infrastructure

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

Policy PR9 – Land West of Yarnton

Policy PR11 - Infrastructure Delivery

### **Cherwell Residential Design Guide SPD (adopted 16 July 2018)**

Chapter 5: Streets and Spaces



## 7.0 Delivery and monitoring

### 7.1 Information to accompany planning applications

In accordance with Policy PR9 a single comprehensive, outline scheme shall be approved for the entire site.

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

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

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

Applicants are advised to submit a screening request for Environmental Impact Assessment to the local planning authority to ascertain whether an Environmental Statement should be submitted with any application.

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

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

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

## 7.2 Securing comprehensive development

It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR9 and support the wider aims of the LPPR spatial strategy.

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

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

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

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

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

Subject to statutory tests, these shall provide for "on site" and/or "offsite" facilities and infrastructure as required.

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

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

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

### 7.3 Monitoring

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

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

Policy INF 1: Infrastructure

**Cherwell Local Plan 2011-2031 – Partial Review**

**(adopted September 2020)**

Policy PR9 – Land West of Yarnton

Policy PR11 - Infrastructure Delivery

PR12a-Delivering Sites and Maintaining Housing Supply

Policy PR13 -Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

**Cherwell Developer Contributions SPD (adopted February 2018)**



# Appendix A:

## Relevant Development Plan Policies & Supplementary Planning Documents

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

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR9 – Land west of Yarnton
- PR11 – Infrastructure Delivery
- PR12a – Delivering Sites and Maintaining Housing Supply
- PR12b – Sites Not Allocated in the Partial Review
- PR13 – Monitoring and Securing Delivery

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

- PSD1 – Presumption in Favour of Sustainable Development
- SLE4 – Improved Transport and Connections
- BSC2 – The Effective and Efficient Use of Land, Brownfield Land and Housing Density
- BSC 3 – Affordable Housing
- BSC4 – Housing MixPolicy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD16 – The Oxford Canal
- ESD17 – Green Infrastructure
- INF1 – Infrastructure

**Adopted Cherwell Local Plan 1996**

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

**Adopted SPD**

- Cherwell Residential Design Guide (July 2018)
- Developer Contributions (February 2018)

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# Alan Baxter

**Prepared by** Clare Coats and Gina Simonavice

**Reviewed by** Clare Coats

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