

**County Hall  
New Road  
Oxford  
OX1 1ND**

Planning Policy  
Cherwell District Council

**Corporate Director: Bill Cotton  
Environment and Place**

By email:  
developmentbrief@cherwell-dc.gov.uk

**22 September 2021**

Dear Planning Policy

**Public Consultation on Local Plan Partial Review Draft Development Briefs  
(Site PR9: Land West of Yarnton)  
Closing date 22<sup>nd</sup> September 2021**

Oxfordshire County Council welcomes the opportunity to review the draft development brief for PR9, Land West of Yarnton. Comments are attached as Appendix 1 to this letter.

The County Council is actively engaged on an ongoing basis in respect of the proposals for development on this strategic site allocated under Policy PR9. We have previously had an opportunity to comment on a draft development brief and appreciate that some of our consultative comments have been taken on board in the preparation of this document dated July 2021.

Cherwell District Council has decided to consult on only two draft development briefs at this time (PR9 and PR7b) and other development briefs are not yet ready for this stage. The inter-relationship between the Yarnton site (PR9) and Begbroke site (PR8) is crucial, for example in relation to access points and provision of schooling, and our comments are made in the absence of a development brief for PR8.

Yours faithfully,

██████████

Lynette Hughes  
Principal Planner

[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

## **Appendix 1 – County Council Comments on PR9 Draft Development Brief - Land West of Yarnton**

---

### **Strategic Planning**

We acknowledge that Merton College, as landowner, has undertaken some public consultation on its proposals and established a website<sup>1</sup>. The applicant's proposals differ from Policy PR9 and this development brief, most particularly in the proposal for a care home in addition to the other uses on the site.

Specialist Housing Policy BSC 4 of the adopted Cherwell Local Plan Part 1 (adopted July 2015) requires housing sites such as this to 'provide a minimum of 45 self-contained extra care dwellings as part of the overall mix' and includes some flexibility on the requirement. Policy BSC 4 envisages only Land Use Class C3 uses, not C2 and therefore does not relate to care homes. The development brief should be amended to make it clear what provision for specialist housing is expected on this site.

Para 1.2 We are fully supportive of the purpose of development briefs to guide future site development. It is not clear why the District Council has chosen that the development briefs will not have the status of a Supplementary Planning Document, which would give them a stronger status.

General and 7.0 The development brief should clearly set out how enhancement and beneficial use of the Green Belt land within the allocation will be achieved or conditioned upon an application for development on any or all of the 25ha expected to be used for residential development.

### **Cllr Ian Middleton**

Oxfordshire County Council Member for Kidlington South

There is a need for additional pedestrian crossing places over the A44 between the PR9 and PR8 sites. Begbroke Parish Council has been lobbying for a controlled crossing and their input should be sought. This is a dangerous area for pedestrians, and the lack of crossings will cause difficulties for those accessing public transport or moving between Yarnton and Begbroke. Pedestrian and cycle crossings will support active travel in the area, providing connections to cycle paths on both sides of the dual carriageway. Crossings could be funded through developer contributions.

I would also draw your attention to the submission of Yarnton Flood Defence Group to this consultation as I echo their concerns.

---

<sup>1</sup> <https://www.pr9-consultation.co.uk/>

## **Transport Development Control**

The draft development brief covers a range of issues that need to be addressed from a design perspective in relation to roads, cycle and pedestrian paths and car parking.

As this is a site close to Oxford, we expect that car parking provision will be less than on sites further from Oxford. We support the reference to advocating the provision of unallocated on-street parking.

Developer contributions will be sought towards the delivery of various on-site measures and off-site highways mitigation schemes, including improvements to pedestrian and cycle routes and crossing facilities.

The County Council has a range of existing documents which could be referred to such as our cycling and walking design standards and active healthy travel strategy<sup>2</sup>. In addition, the County Council's new Street Design Guide is being reported to the County Council's Cabinet on 21/09/21<sup>3</sup>.

## **Public Transport**

Para 4.2.5 Sixth bullet point refers to "the proposed Park and Ride facility located off Campsfield Road" – should this be "Upper Campsfield Road"?

We request a new bullet point: "Opportunity for new southbound bus stop on Rutten Lane near Aysgarth Road" (as shown in Figure 15).

Para 6.4.9 Alter final paragraph to "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."

## **Infrastructure Locality (Cherwell & West)**

There is no mention of adhering to the Oxfordshire Electric Vehicle Infrastructure Strategy for the residential dwellings. It is important that the minimum provisions are met from and also that consideration is given towards scalability with future demand.

The designing of cycling routes should be accommodated with sufficient wayfinding to support the "less car-centric" movements and modal shift.

---

<sup>2</sup> <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel>

<sup>3</sup> <https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=115&MId=6380>

## **Lead Local Flood Authority**

Although there are a number of maps which include existing mapped flood risk information publicly available, there is limited information provided on the local flood issues that have been raised and we believe that should be included within the Development Brief.

Whilst the SuDS requirements are mentioned throughout the document, apart from a short section on blue infrastructure, there is no specific section on flood risk.

In line with paragraphs 160 and 161 of the NPPF, we will expect a sequential, risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impacts of climate change by “safeguarding land from development that is required, or likely to be required, for current or future flood management” and “using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding”.

Part of section 6.5.4 ‘Blue Infrastructure’ is too specific for a high level design brief. The locations of drainage attenuation features must be agreed with the Lead Local Flood Authority (LLFA) following a detailed assessment of the existing hydrology and flood risk issues. As this is a major development, the location of any drainage features will need to be agreed with the LLFA as well as the CDC flood officer, regarding any changes in land drainage management. Please amend as indicated with the strikethrough and red:

‘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 features ~~broadly in the locations indicated on Fig.18 and~~ to be agreed in detail with the **LLFA and** CDC Flood Officer, as an integral part of the overall landscape strategy for the site.’

## **Property and Estates (OCC as Landowner)**

This document sets out the details for the redevelopment of PR9. OCC does not own any land within the site boundaries but does own the William Fletcher Primary School site adjacent to the south-east corner boundary (notwithstanding any Highways land).

### **Property - Schools**

Para 6.4.5 Please amend as indicated by the changes in red: ‘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**).’

Para 6.4.3 Please amend as indicated by the changes in red: ‘**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 (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 part of the school site and secured as required for safeguarding purposes.'

6.5.4 Please amend as indicated by the changes in red: '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.'

6.6 Please amend as indicated by the changes in red: '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:'

'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. NB All subject to agreement with the nursing home, see below.'

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.

'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).'

'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).'

## **Public Health**

1.2.1 Please change this bullet to read: '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'

4.2.1 We agree that it is vital to maintain cohesion and a sympathetic design in relation to the existing surrounding villages, with a focus on green spaces, limitations on noise and air pollution etc. It is important to ensure effective connectivity between the

development and existing community that supports active travel and reduces severance.

5.1 We welcome reference to access to the countryside in the vision. Development of this scale, and considering the various other development going on in the area, needs to ensure adequate maintenance and enhancement of green spaces (both formal and informal). Improved sports facilities at south east Kidlington need to be easily accessible on foot or by bike.

6.2 The Draft Oxfordshire Joint Health and Wellbeing Strategy has now been formally approved by the Future Oxfordshire Partnership and is called 'The Oxfordshire Strategic Vision'<sup>4</sup>.

In order to ensure that the design of major developments maximises the opportunity to promote health and wellbeing, the Future Oxfordshire Partnership has developed and approved the use of a Health Impact Assessment toolkit<sup>5</sup> to assess the health impacts of significant developments.

Given the size of this development, the Council would expect a Health Impact Assessment to be conducted of this site to ensure that it maximises opportunities for a health enabling environment, in accordance with government's advice and national best practice.

6.3.1. Please amend as indicated by the changes in red: '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.'

6.3.2 Please add this text in red: '**Cycle parking is to be easily accessible, ideally at house frontages, to promote active travel.**'

6.3.3 Please add this text in red: 'On plot parking in front of properties is to be avoided. **Easily accessible cycle parking is to be provided.**'

6.4.5 Reference should be made to the fact that cycling routes should support connectivity.

6.4.7 Please amend so that this and all development briefs mention the need to provide for EV charging on site.

## **Archaeology**

6.7 Please amend as indicated by the changes in red: 'Planning applications for development on the site will need to include **a desk based assessment, incorporating**

---

<sup>4</sup> <https://www.oxfordshiregrowthboard.org/projects/oxfordshire-strategic-vision/>.

<sup>5</sup> <https://www.oxfordshiregrowthboard.org/wp-content/uploads/2021/01/210126-Oxon-HIA-Toolkit-FINAL.pdf>

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.'