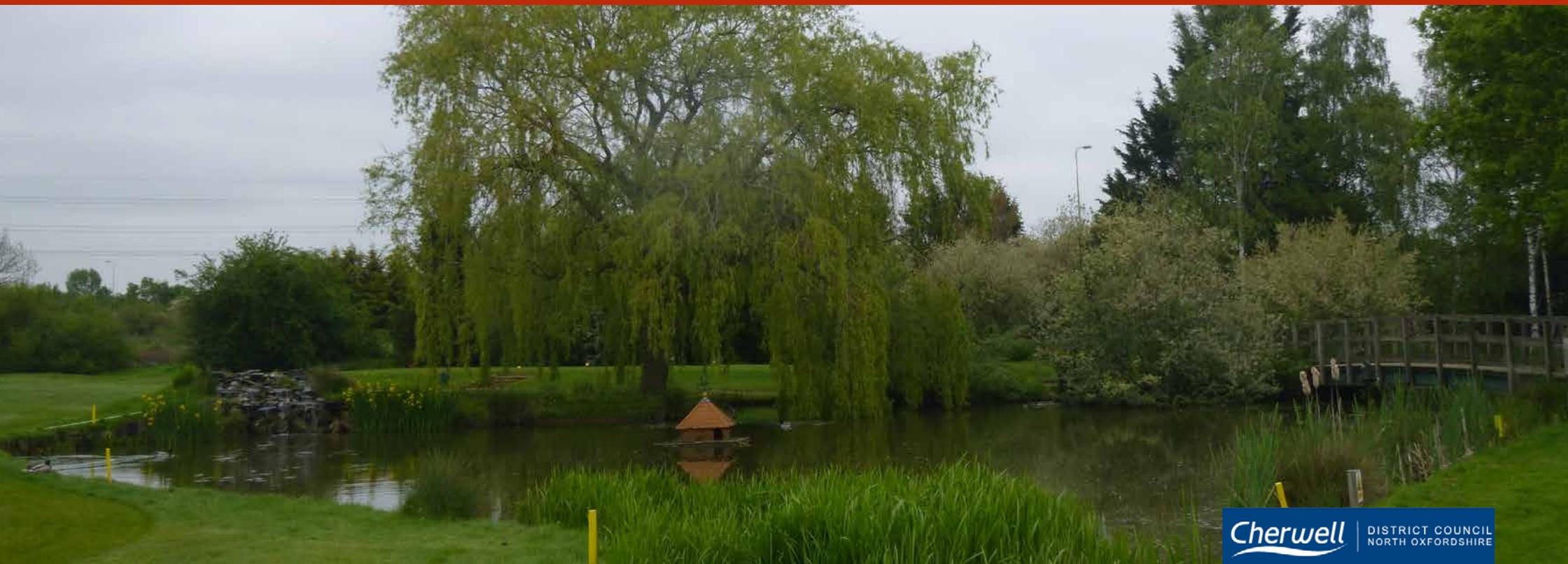


# PR6b Land West of Oxford Road Development Brief Cherwell District Council August 2022



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 Oxford Road 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, Oxford City Council, landowners and key stakeholders. It is a material planning consideration in the determination of any future planning applications for the site.

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

## Site location

The site comprises 32 hectares of land to the north of Oxford City and the suburb of Cutteslowe. The site is bounded by the A4165 (Oxford Road) to the east and the railway line to Oxford to the west. The site comprises a golf course and contains groups of trees, woodland, hedgerow and a pond. The site is located in close proximity to Oxford Parkway Station and is accessed from Oxford Road.

## Vision and development framework

The site specific vision for Land West of Oxford Road is as follows and is explored in Chapter 5 of the Development Brief:

*Land west of Oxford Road will become a contemporary urban extension and a gateway to Oxford city fronting Oxford Road that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the east on site PR6a. Homes will be set within a well-treed landscape comprising the retained mature trees of the former golf course and green infrastructure corridors, while opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network including direct delivery of high quality cycle lanes on Oxford Road and facilitating access across the railway line towards Oxford North.*

Policy PR6b of the LPPR sets out the policy requirements for the site which include:

- Residential development
  - 670 net dwellings on 32 hectares of land
  - 50% affordable housing
- Formal sports, play areas and allotments within the developable area
- Railway footbridge - land reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site
- Emergency services infrastructure

Site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs to enable the sites to be developed independently. To achieve good place making, the briefs have been co-ordinated, to deliver, as far as possible, a coherent north Oxford neighbourhood.

The Development Framework plan (overleaf) reflects the vision and the requirements of Policy PR6b. Development Principles which provide further detail to underpin the delivery of this development framework are set out in Chapter 6 of the Development Brief. Chapter 7 lists the information which will be required to accompany a planning application.

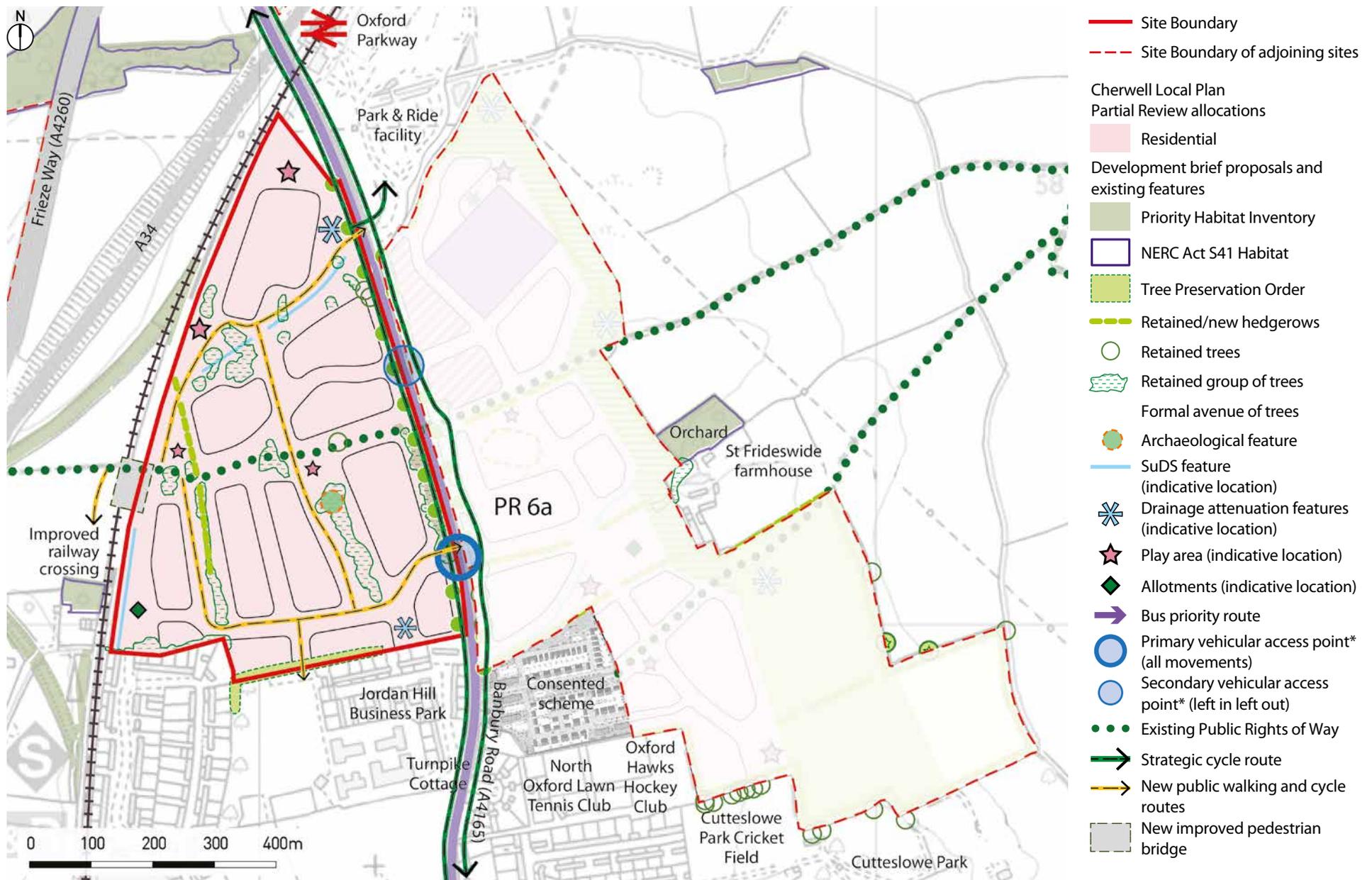


Fig. 1: Development framework

\*Subject to highway testing

# 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.

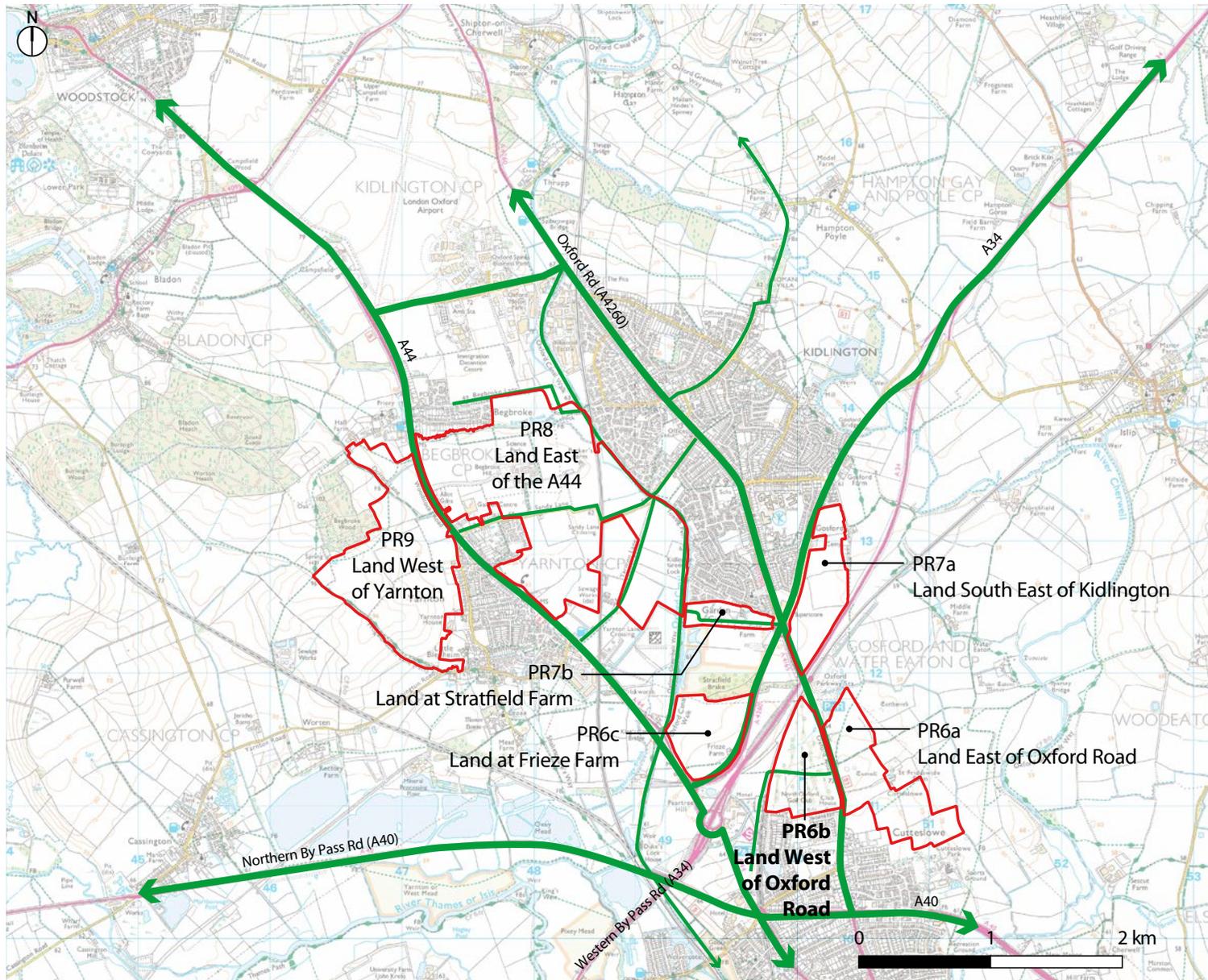
Each of the site allocations has a policy which sets out its key delivery requirements and place shaping principles, and each allocation is supported by a Policies Map.

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 Oxford Road, site PR6b. 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. 2 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)



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

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

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

### 1.2.2 Status

The Development Brief has been endorsed by Cherwell District Council's Planning Committee<sup>6</sup>. 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.

<sup>6</sup>Insert date here and hyperlink to Committee Minutes when available

## 1.4 Consultation and stakeholder engagement

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

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

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

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

- Baseline review and analysis
- Vision and development principles

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

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

### 1.4.1 Community Engagement

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

Comments received have informed the final Development Brief.



Aerial view of site PR6b

# 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*

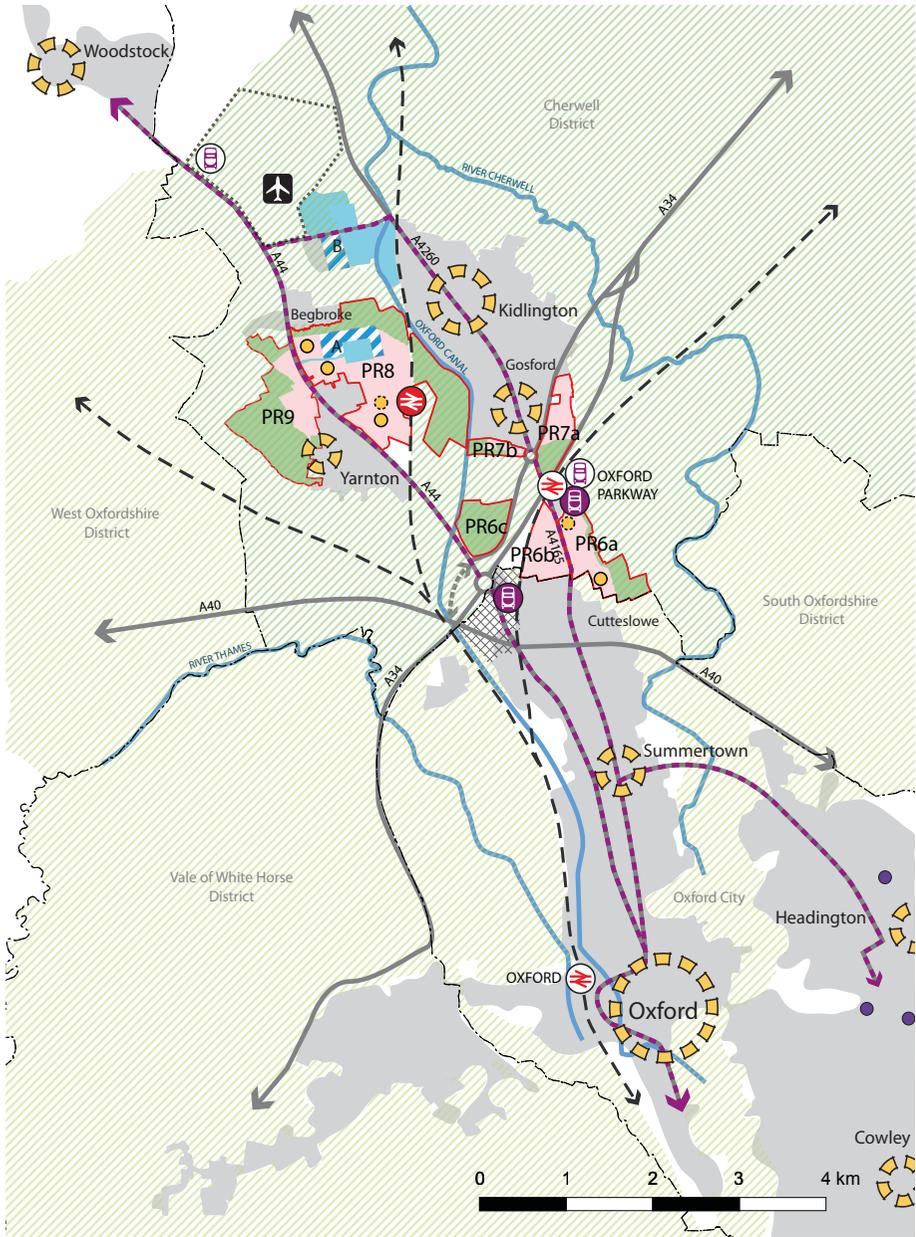
To deliver this vision, the LPPR identifies sites for new homes in locations which have the strongest socio-economic connections to Oxford, and which can deliver the necessary social, movement and green infrastructure to support the health and wellbeing of the population.

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

### 2.1.1 The Role of Individual Sites

Each site plays a role in delivering the vision and objectives of the LPPR, in a joined-up and holistic manner as shown on the LPPR key diagram Fig. 3 overleaf, and thematic figures 4-7 which follow. Full details of each site's role are contained with LPPR policies.

Site PR6b, and the adjacent site PR6a, will become an attractive gateway to Oxford city and will take the form of urban extensions. The site is adjacent to Oxford Parkway Station/Park & Ride and the A34 corridor, and has excellent access to rail and bus services into Oxford. New streets will increase accessibility between the Station, Oxford North, existing neighbourhoods and public rights of way. New development frontage to Oxford Road will create an attractive arrival into the city. Walking, cycling and public transport improvements which are planned as part of the County Council's transport strategy for the north Oxford and southern Cherwell area will be delivered in part by this development.



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

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

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

2.1.2 Economic relationships

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

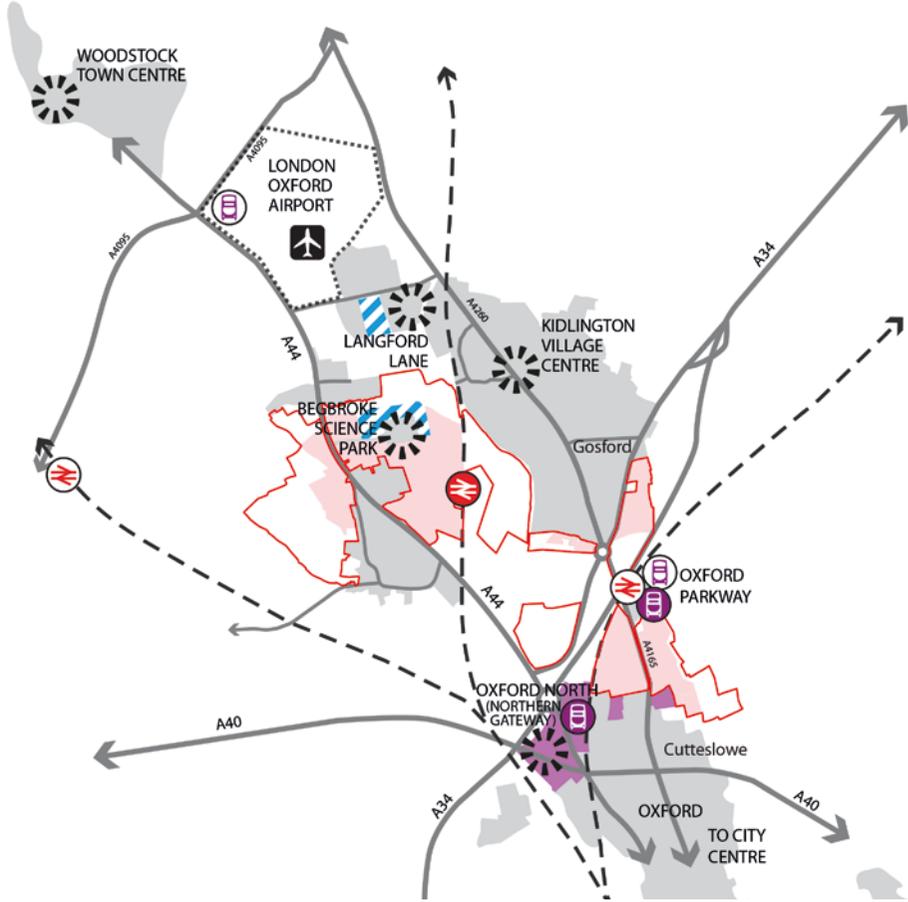


Fig. 4: Economic links

- Allocation site boundaries
- Proposed growth
- Oxford City Council allocated sites
- Proposed employment area
- Employment centres
- Existing rail station
- Potential new station
- Existing Park & Ride
- New or expanded Park & Ride

2.1.3 Sustainable movement corridors

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

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

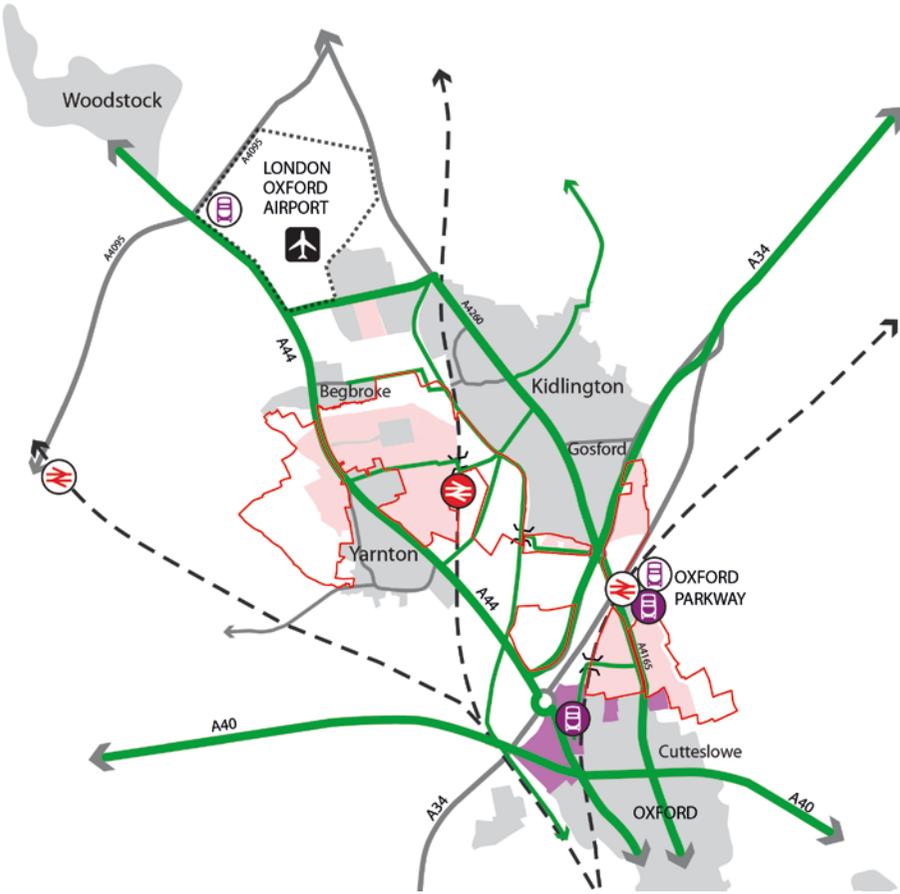
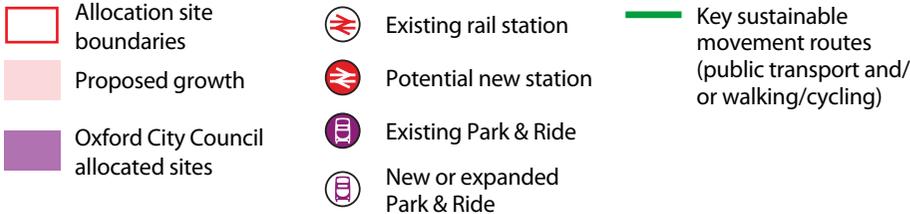


Fig. 5: Sustainable movement routes



2.1.4 Strategic green infrastructure corridors

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

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

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

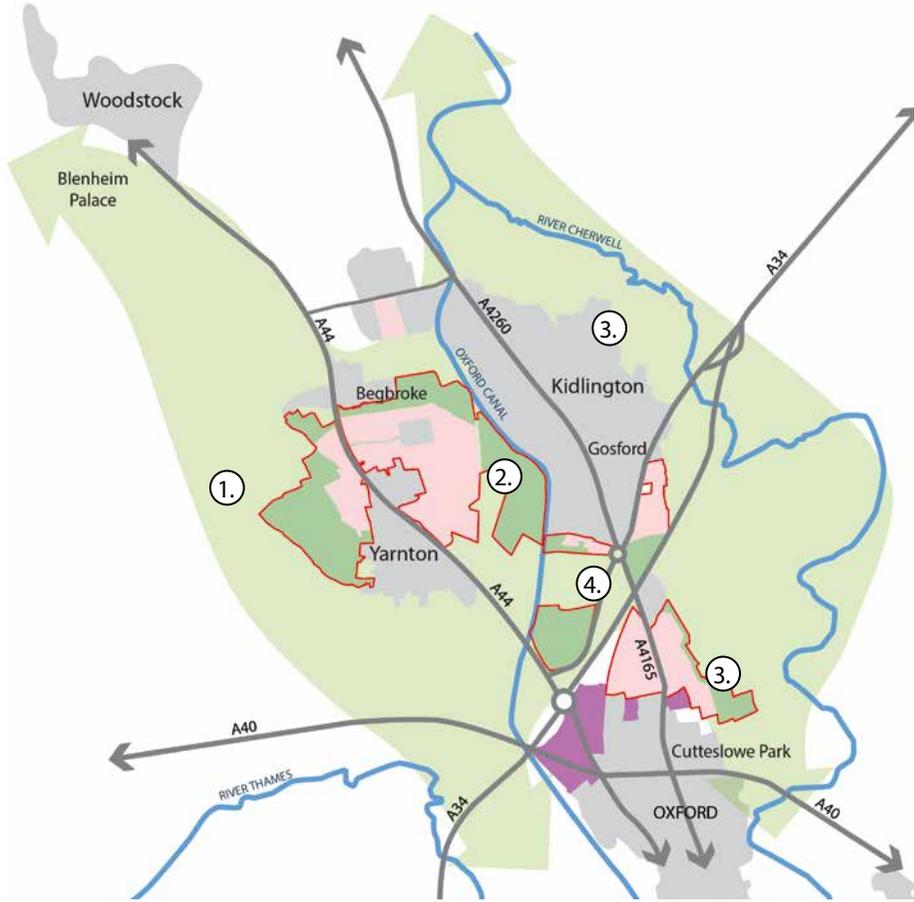
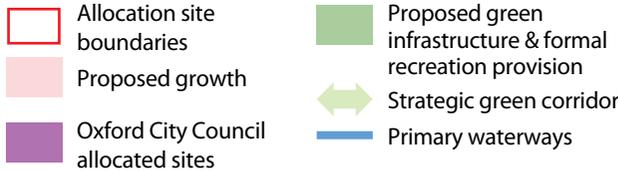


Fig. 6: GI corridors



2.1.5 Community services

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

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

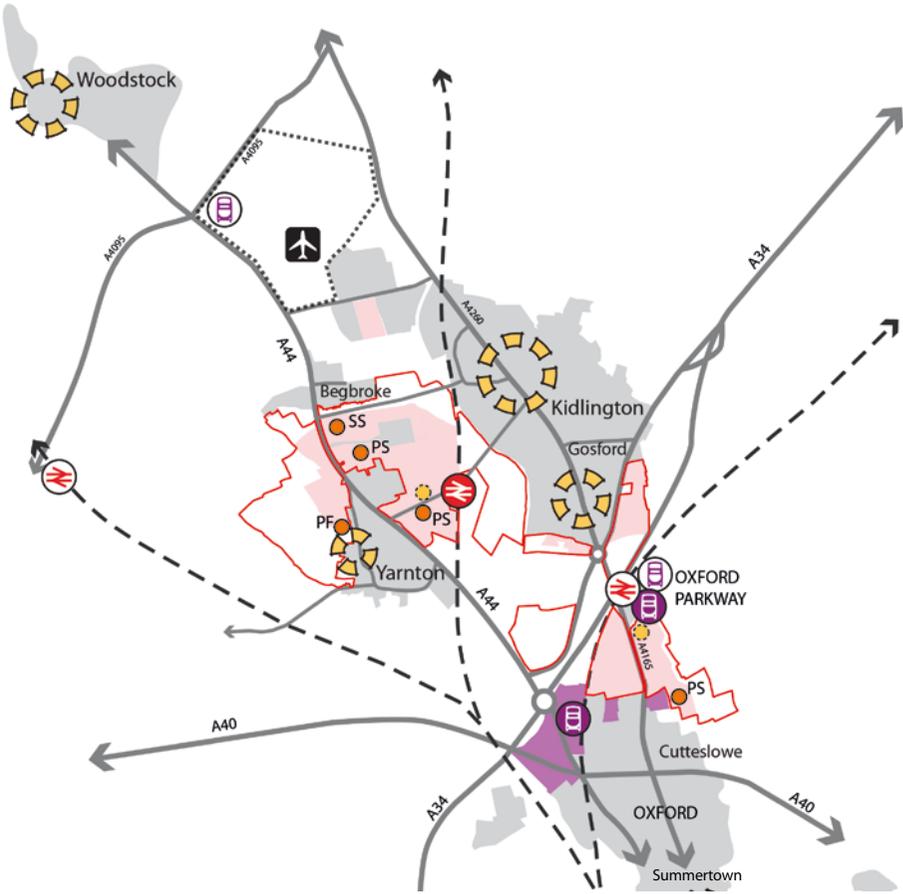
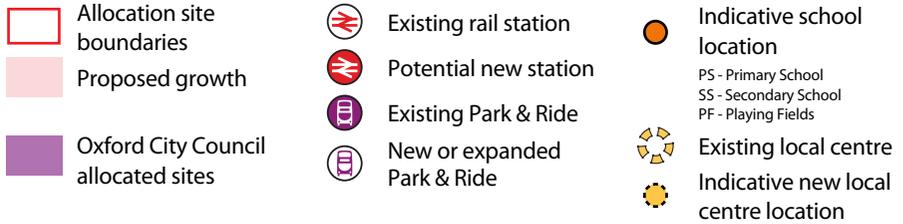


Fig. 7: Local centres and schools



## 3.0 Context

### 3.1 The Planning Policy Context

The site subject to this Development Brief - Land West of Oxford Road – is guided by Policy PR6b of the LPPR and its associated Policies Map. In addition to the individual site allocation policy (PR6b) 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. All planning applications will be assessed against these policies.

#### Policy PR6b - Landuse Requirements

An urban extension to Oxford City on 32 hectares of land to the west of Oxford with the following land use requirements:

- Residential development
  - 670 net dwellings on 32 hectares of land
  - 50% affordable housing
- Formal sports, play areas and allotments within the developable area
- Railway footbridge - Land reserved within the site to facilitate improvements to the existing footbridge over the railway on the western boundary of the site
- Emergency services infrastructure

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

#### 3.1.1 Relationship between PR6a and PR6b

Both of the site allocations to the east and west of Oxford Road (PR6a and PR6b) have individual development briefs which relate to each site only. Each site has different constraints and opportunities, different characteristics, different land use requirements and will have different place-shaping and development principles. Land ownerships are subject to change and planning circumstances may require the sites to be brought forward separately.

It is therefore important that each sites can be developed independently of the other. However, to achieve good place making, the sites should, as far as possible, 'work' together, as a coherent north Oxford neighbourhood. This is possible given their location and proximity to one another either side of a key transport corridor into Oxford. For example, there should be a consistency in approach across PR6a and PR6b in order to deliver a joined-up movement strategy, and an attractive gateway to the city.

Each individual development brief will therefore establish development principles which will show how the sites can be each be developed alone, as well as how the sites can be developed to work alongside each other comprehensively.

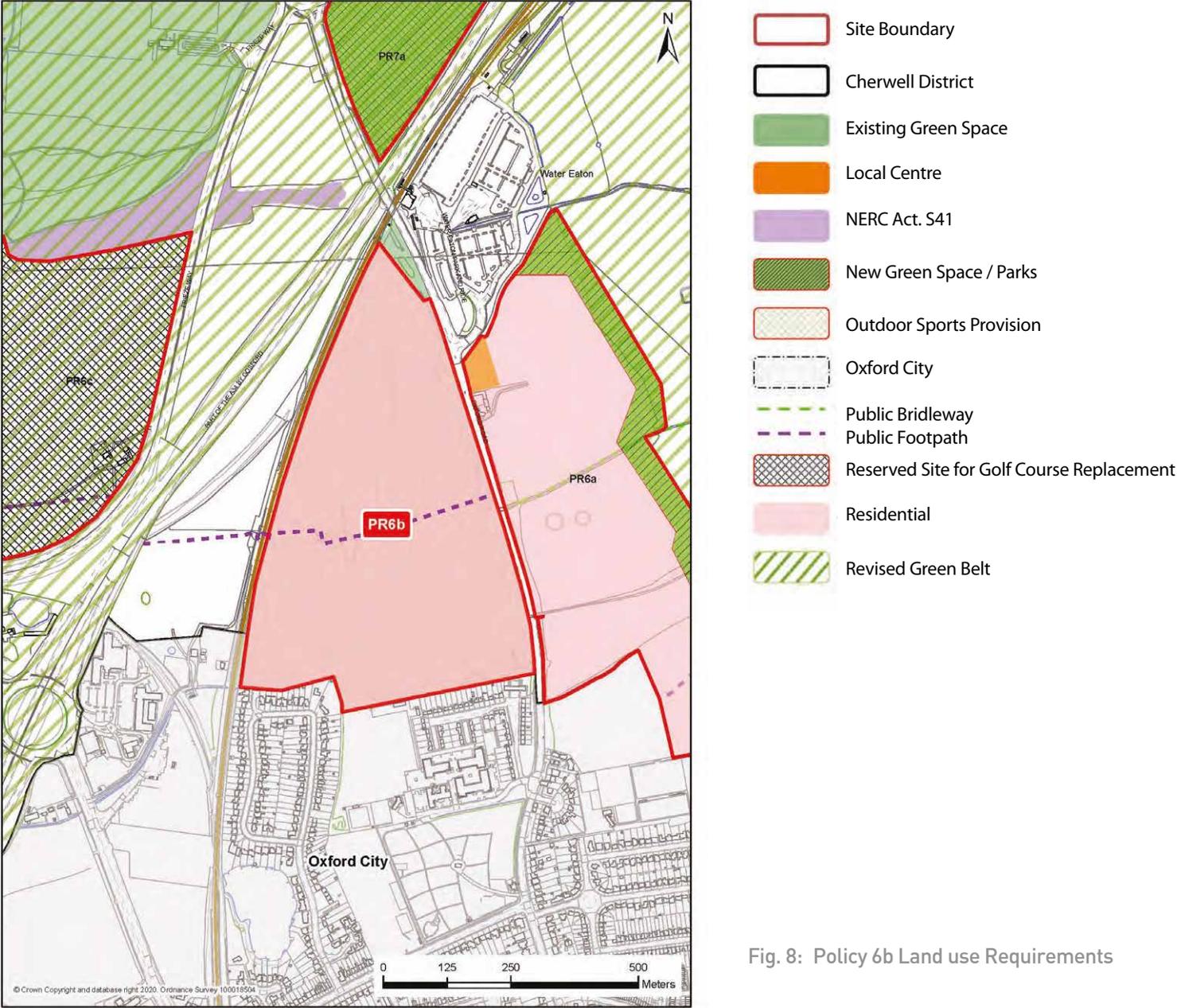


Fig. 8: Policy 6b Land use Requirements

### 3.1.2 Submission of Planning Applications

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

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

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

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

## 3.2 The Site Context

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

### 3.2.1 Location and Size

- 32 hectare site to the north of Oxford City, and west of Oxford Road. The site is bounded by the A4165 (Oxford Road) to the east, and the railway line to Oxford to the west.
- To the south lies the Oxford suburb of Cutteslowe comprising a range of larger detached/semi-detached houses and more modest modern terraces/ bungalows and flats.
- To the east of the site beyond Oxford Road is the allocation for Land East of Oxford Road (PR6a).
- To the south of the site along Banbury Road is the 19th century turnpike toll house which is a Grade II listed building.
- A post- medieval milestone is located on Oxford Road.
- The nearest buildings include Jordan Hill to the south and a former farmhouse complex on the opposite side of Oxford Road within PR6a.

### 3.2.2 Site Features

- The site comprises an operational golf course and club and its associated buildings including greenkeeper's yard and clubhouse. These buildings are no more than single storey.
- The site generally falls from a high point in the centre towards each of its boundaries.
- The ploughed remains of a round barrow (of unknown date) is located in the central, southern portion of the site.
- There are numerous native and ornamental trees within the site along with areas of woodland and scrub, a species rich hedgerow, a pond and a drainage ditch.

### 3.2.3 Existing Access and Movement Network

- Vehicle access to the site is via the golf course entrance on Oxford Road.
- Oxford Road is served by frequent bus services to Oxford, Kidlington, Bicester and Banbury. Bus stops are shown on Fig. 9.
- Oxford Parkway rail station and the Park & Ride are located immediately to the north east with good train links to Oxford and London.
- A signalised crossing point is located on the Oxford Road adjacent to the Park & Ride facility with two further crossings located on the Banbury Road further south.
- A public right of way crosses the golf course and the railway line via footbridge. At its eastern end, this links almost directly to a bridleway running east west across Land East of Oxford Road – PR6a.
- National Cycle Network Route 51 runs along the Oxford Road.

### 3.2.4 Development proposals in Surrounding Areas

- The land to the east of the Oxford Road is allocated in the LPPR for the development of 690 dwellings (Land East of Oxford Road - PR6a).
- Other allocated sites in the vicinity of the site include Oxford Local Plan 2016-2036 sites: SP24 (St Frideswide Farm) to the south east, SP52 on the cricket pitches to the south, and SP28 at the Pear Tree Farm on the other side of the railway line. SP24 and 28 would be wholly residential, SP52 possibly with complementary B1 employment uses.
- The area to the south-west of the railway line is the site known as Oxford North. This is an employment-led mixed use development allocated within the adopted Oxford Local Plan.
- There is a safeguarded aggregate rail depot to the north east of Oxford Parkway Station allocated under Policy M9 of the Oxfordshire Minerals and Waste Core Strategy.

### 3.0 Context

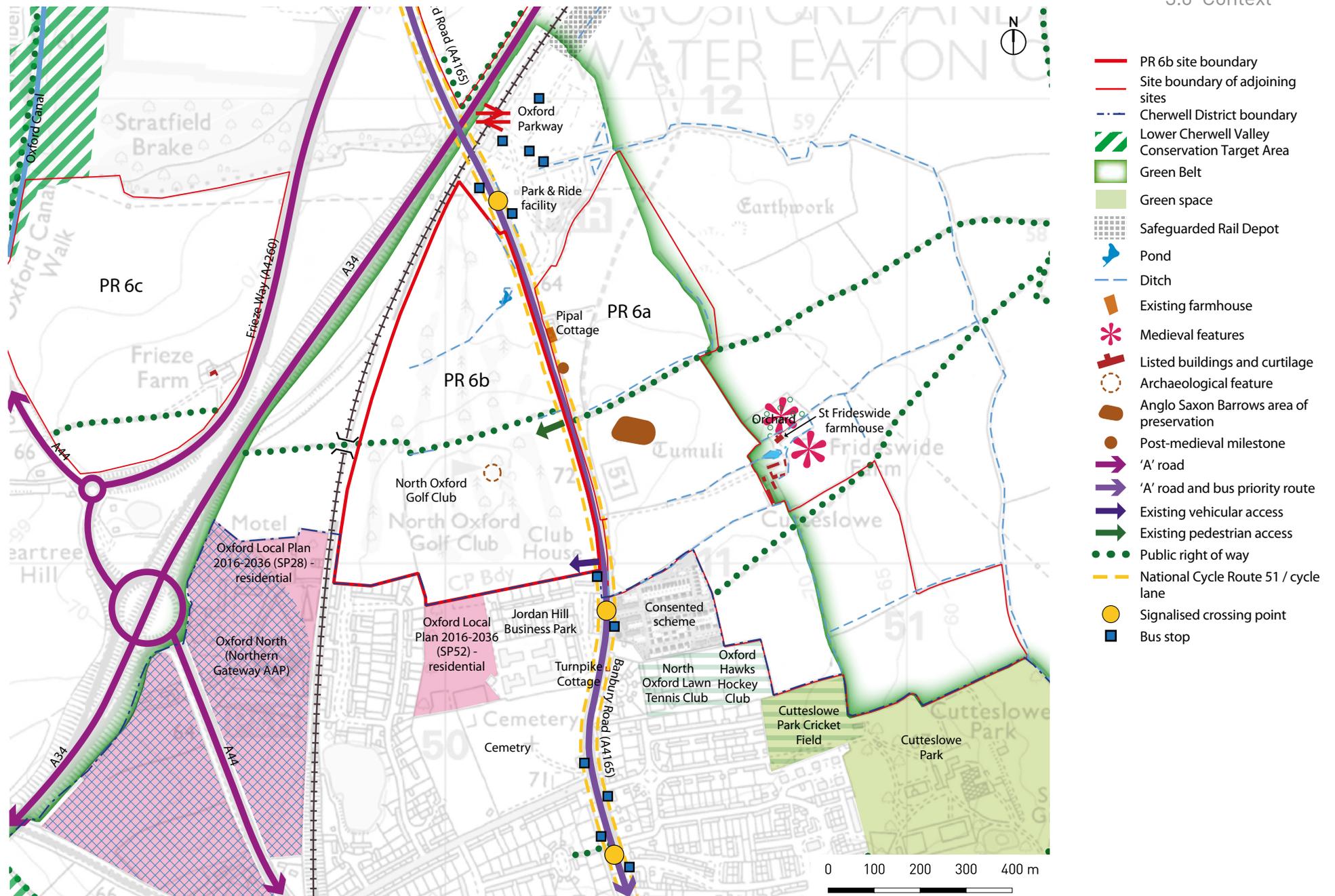


Fig. 9: Site Context

# 4.0 Site Appraisal

## 4.1 Site Constraints

- The site is currently in use as a golf course and club. An alternative site for the course at Frieze Farm (PR6c) has been identified in the LPPR. Policy PR6b requires a programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course before development commences under policy PR6b. ①
- Development should be appropriately sensitive to residential development abutting the site to the south. ②
- The site includes an intact species-rich hedgerow to the west, along with a drainage ditch and a pond to the north-east. These are habitats of principal importance (HPI). ③
- The majority of the trees are of moderate quality. However, there are native and ornamental trees (broad-leaved oak, willow, birch, maple) which have been identified on Fig. 10 as Important Groups of Trees. ④
- There is a Tree Preservation Order (TPO) relating to trees at the southern edge of the site which lie within Oxford City Council's administrative boundary. ⑤
- There is reptile habitat in the northern part of the site. ⑥
- The ploughed remains of a round barrow (of unknown date) are located within the site and are a non-designated heritage asset. There is potential for the site to contain further, previously undiscovered, archaeological deposits. ⑦
- There is a 132 kV OTL powerline located in the northernmost corner of the site. ⑧
- There is noise and potential vibration arising from the railway line, A34 and Oxford Road. ⑨
- There is an existing public right of way across the site.
- In line with Policy PR6b, land is to be reserved for footbridge improvements on the western boundary of the site to make the existing rail bridge wheelchair and cycle accessible and improve links to the Oxford North site. ⑩
- Oxfordshire County Council's planned transport improvements to Oxford Road may have an impact on the site's eastern boundary and existing vegetation.
- Reptile translocation and the presence of hairstreak butterflies in the northern part of the site. Surveys will be required to assess the impact of new development on site habitats.
- Surface water drainage routes cross the northern part of the site following the existing watercourses.
- The nearby road network including A4165 (Oxford Road), A44, A34 and A40 is congested at peak times.
- The site is vulnerable to commuter parking by non-residents.
- The A34 acts as a significant barrier to active and healthy travel options.
- The roundabout near the Sainsbury superstore is dangerous for cyclists as its layout encourages vehicles to speed.
- Oxford Road is constrained by an existing building, utilities and mature treelines/hedgerows.
- The proximity of the site to the safeguarded aggregate rail depot to the north east of Oxford Parkway Station should be considered.

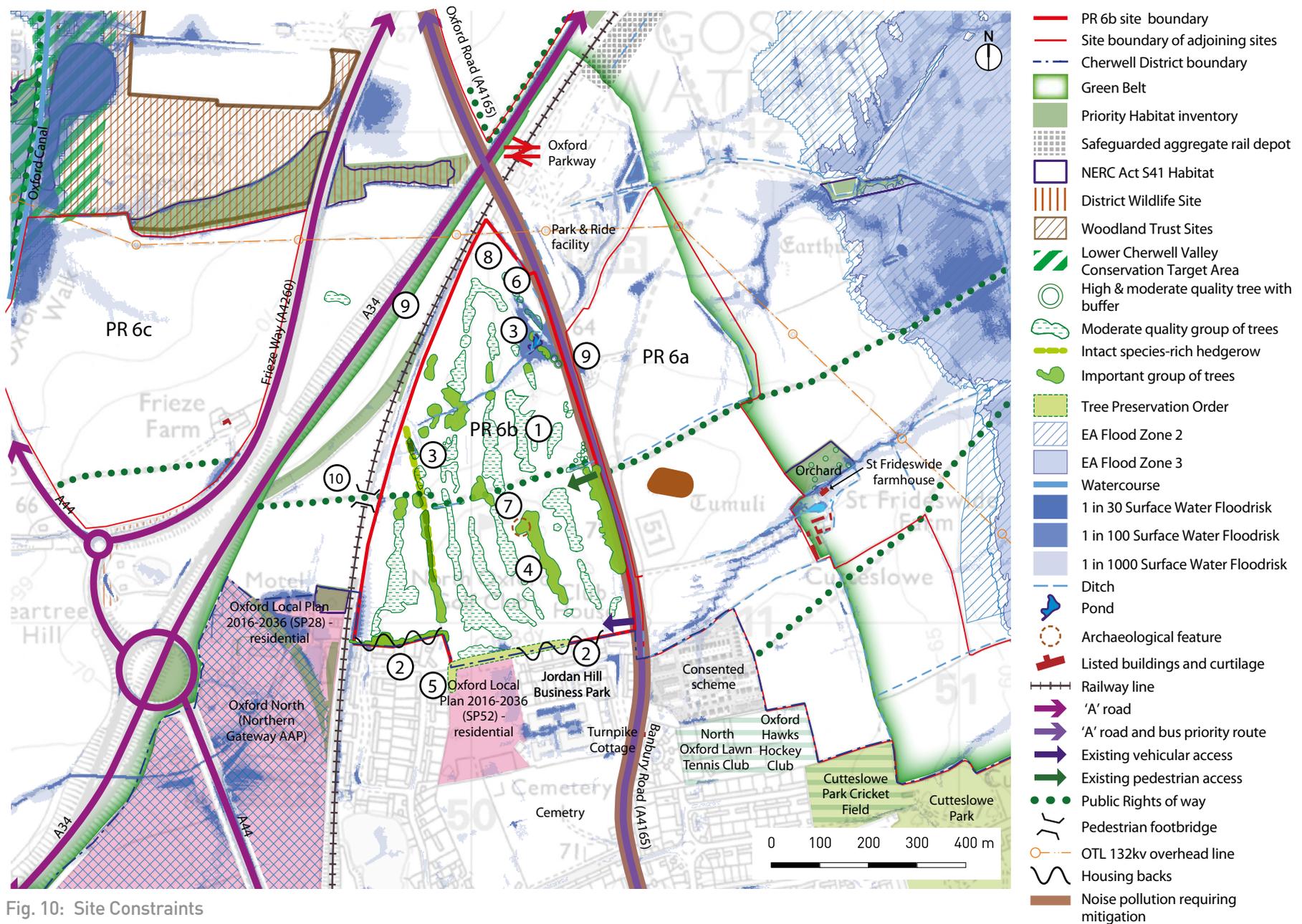


Fig. 10: Site Constraints

## 4.2 Site Opportunities

### 4.2.1 Place Shaping

- Opportunity to create a contemporary residential urban extension to the existing built-up area of Oxford which provides improved connections to the Oxford North employment site and Oxford City and maintains site features including mature trees to protect biodiversity and retain character.
- Opportunity to provide higher density and mixed use in close proximity to Oxford Road and Oxford Parkway Station.
- Opportunity to create a place that reduces the need to travel with the provision of connections to a local centre and primary school (on PR6a) that responds to residents' needs. To create a place where walking and cycling are the first modes of choice for travel and for longer journeys public transport is a natural choice.

### 4.2.2 Heritage and Townscape Character

- Respond appropriately to the landscape, settlement patterns, building typologies and materials of the local area.
- Opportunity to establish a distinctive character within the site set within the mature landscape.
- Opportunity for the character west of Oxford Road to be different to that on PR6a, reflecting the different constraints and opportunities afforded by each land parcel. <sup>1</sup>
- Opportunity to incorporate the archeological features within the landscape structure of the site, subject to further survey and assessment, and include interpretation to increase public awareness of the heritage asset.

### 4.2.3 Views and Sightlines

- Opportunity to deliver appropriate edge to Oxford Road with active frontage and increased visibility of the site onto the road creating a high quality gateway to Oxford City. <sup>3</sup>

### 4.2.4 Landscape Character

- Opportunity to retain trees, hedgerows and areas of woodland to contribute towards creating a distinctive, characterful landscape structure to the development, in particular those identified as Important Groups of Trees. Features for retention and removal are to be agreed with the Council. <sup>4</sup>
- Opportunity to retain and enhance existing habitats to form a connected green infrastructure network to deliver net biodiversity gains.
- Opportunity to provide an enhanced area of woodland along the northern boundary of the developable area. <sup>5</sup>
- Consider potential to incorporate ponds and drainage ditches within the landscape structure, and enhance for biodiversity. The pond identified within the site may support Great Crested Newts (GCN). <sup>6</sup>
- Opportunity to provide wildlife corridors over/under the A34 and A4260 to Stratfield Brake District Wildlife Site.
- Opportunity for securing net biodiversity gains informed by a Biodiversity Impact Assessment in line with policy PR6b.

### 4.2.5 Movement and Access

- Opportunity to create connections towards railway footbridge to the west and with PR6a to the east, Oxford North to the south-west, Oxford Parkway and the Park & Ride to the north, Linkside Avenue, Jordan Hill and the Oxford Local Plan allocated sites immediately to the south. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans. <sup>7</sup>



Fig. 11: Site Opportunities

- Opportunity to integrate the site layout with adjacent development sites including PR6a and movement links outside the site including an onwards link to the Oxford North site via a high quality crossing of the rail line, and an onward link over the A40 via a high quality crossing of Oxford Road towards site PR6a and the existing bridge adjoining Cutteslowe Park. Regard should be had to published guidance including the Oxford and Kidlington Local Cycling and Walking Infrastructure Plans. ⑧
- Opportunity to integrate street layout and walking/cycling routes with PR6a network to provide connections to facilities and leisure routes to wider countryside and to create strong walking routes towards the rail station/Park & Ride, Oxford Road bus stops and cycle routes (National Cycle Route 51).
- Opportunity to help facilitate improvements to the pedestrian/cycling environment on Oxford Road, including increased pavement widths/ improved cycle lanes in co-ordination with the North Oxford Corridor Project.
- Opportunity to build on the public transport corridor by improving the southbound bus lane on Oxford Road.
- Opportunity for innovative and high quality design solutions to promote sustainable travel. It will be important to ensure through cooperation with all the Councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.
- Opportunity to strengthen connectivity to the west of the site through improvements to the railway footbridge.
- Opportunity to retain and enhance the public right of way passing through the site and link it to the wider street network or green infrastructure corridors.
- Opportunity to help address commuter parking and enforcement issues.

# 5.0 Vision and objectives

## 5.1 Vision

In response to the site's local surrounding context and constraints, the vision for the land west of Oxford Road site 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 Development Principles set out in this document which set out the detailed requirements.

*Land west of Oxford Road will become a contemporary urban extension and a gateway to Oxford city fronting Oxford Road that is fully integrated and connected with existing neighbourhoods to the south and the new neighbourhood to the east on site PR6a. Homes will be set within a well-treed landscape comprising the retained mature trees of the former golf course and green infrastructure corridors, while opportunities for sustainable travel into Oxford will be maximised by the provision of high quality walking and cycling routes connecting into the surrounding street and public right of way network including direct delivery of high quality cycle lanes on Oxford Road and facilitating access across the railway line towards Oxford North.*

The land west of Oxford Road 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), The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) by Historic England (2017) 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 objectives and delivery

requirements set out in Partial Review Plan Policy PR6b (see chapter 3.0 for details).

In summary, key delivery requirements under Policy PR6b include:

- 670 homes on 32 hectares of land
- land within the site to facilitate improvements to the existing railway footbridge
- facilities for play and allotments within the developable area

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 off-site.

Fig. 12 illustrates the development framework for the site reflecting the Vision and the requirements of Policy PR6b. Development Principles which provide further detail to underpin the delivery of this development framework are set out in the next chapter. The layout is subject to further archaeological survey in relation to the barrow located within the site.

Sites PR6b and PR6a are to be coordinated in respect of safe routes to the primary school and local centre and the frontages along the eastern and western sides of Oxford Road which shall form an attractive and harmonious gateway to the City. The wider sites to the east and west may express different, but complementary characters.

Fig. 13 illustrates the combined development frameworks for sites PR6b and PR6a. The layouts must also allow for the sites to be developed as independent phases, with critical infrastructure such as drainage being dealt with on a site by site basis.

## 5.0 Vision and objectives

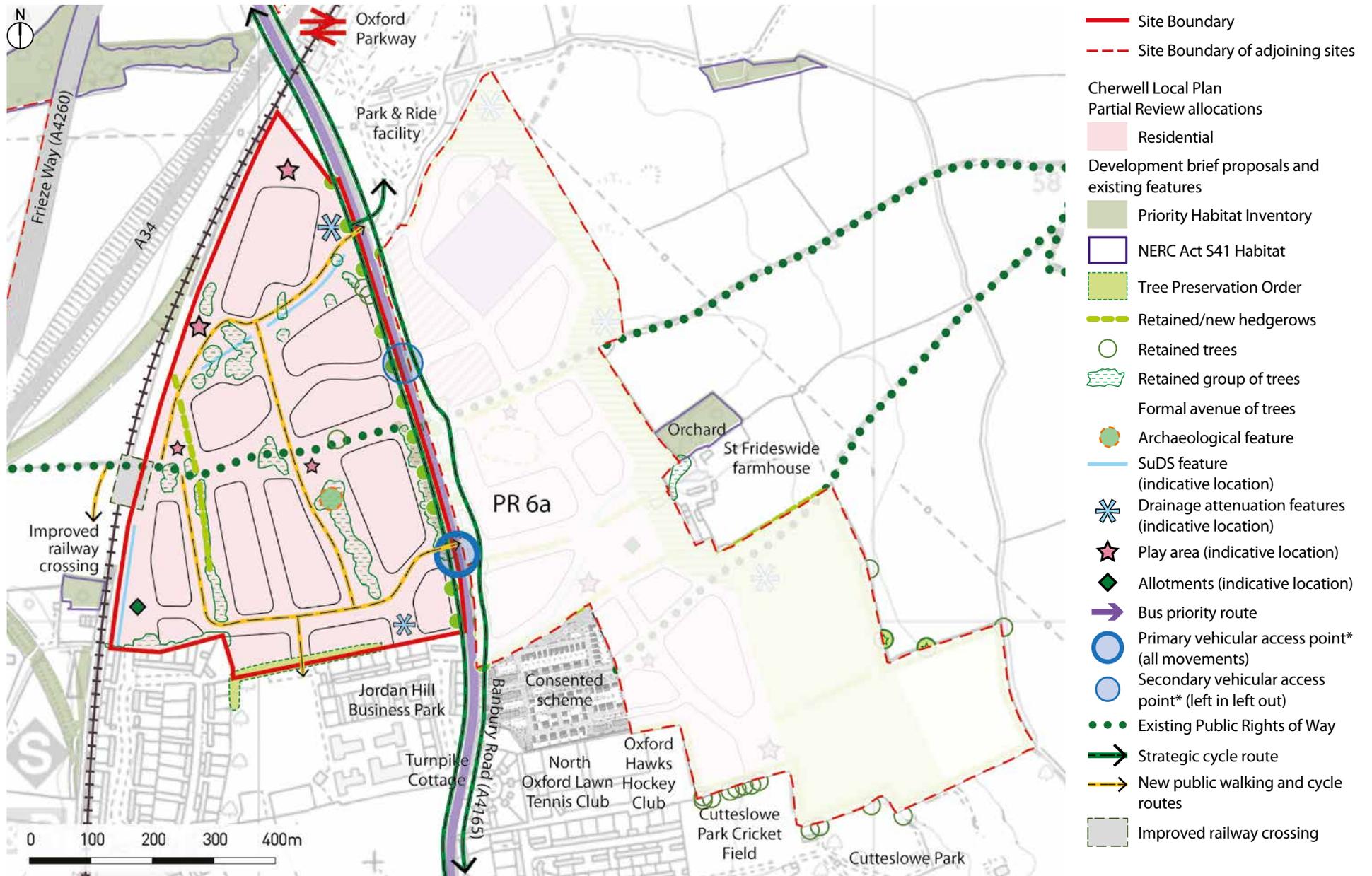


Fig. 12: Development framework for PR6b

\*Subject to highway testing

## 5.0 Vision and objectives

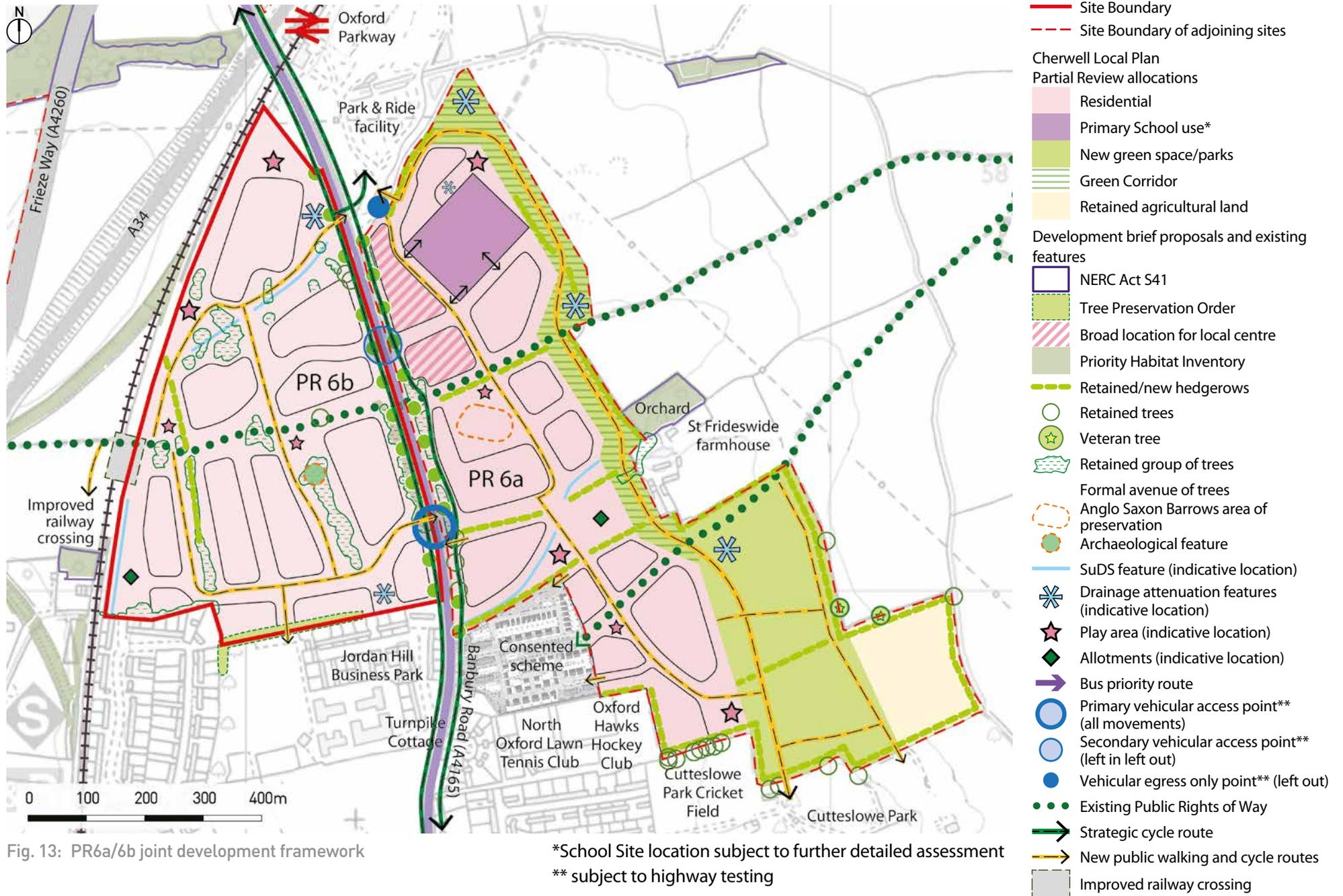


Fig. 13: PR6a/6b joint development framework

\*School Site location subject to further detailed assessment  
 \*\* subject to highway testing

# 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 is to encourage the sustainable and safe management of waste in each individual household. 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 up-to-date guidance.

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

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

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

Oxfordshire Electric Vehicle Infrastructure Strategy, Oxfordshire County Council, March 2021

## 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. Site PR6b will be developed in a way which contributes to healthy living and the well-being of its local residents and visitors. 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 connectivity to the existing public rights of way, National Cycle Route 51 connecting to Oxford and Kidlington, and towards the Cherwell Valley and Cutteslowe Park.
- improve access to the Oxford North growth area by reserving land for improvements to the railway footbridge
- provide direct walking and cycling connections towards Oxford Parkway Station and the Park & Ride
- retain significant areas of mature treed landscape and make this publicly accessible
- provide convenient and safe access to the community facilities on PR6a comprising a primary school, local centre and adjacent pocket park
- meet the need for early provision of health promoting infrastructure
- meet high quality design standards as specified in Building for a Healthy Life

- retain the cultural heritage of the site including archaeological remains and historic landscape features.
- consider accessibility in the design of streets, public realm and properties. For example in relation to property accessibility for wheelchair users this would include providing private access from the ground floor to flats, accessible parking spaces next to the entrance, and avoiding reliance on lift access to upper floors.

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

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

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

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

Policy ESD15: The Character of the Built and Historic Environment

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

Oxfordshire's Strategic Vision for Long-term Sustainable Development, Future Oxfordshire Partnership, May 2021

Oxfordshire Health Impact Assessment Toolkit, Oxfordshire Growth Board, January 2021

### 6.3 Character and layout

The site is to be developed as an extension of Oxford with a visible and distinctive frontage onto Oxford Road, and which retains significant tree groups within the site responding to the site's former use as a golf course.

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

#### **Development principles:**

- The development is to provide a legible hierarchy of streets and spaces within an open, parkland setting. It is to create visible frontage to Oxford Road, the design of which is to be co-ordinated with the PR6a frontage to create a harmonious overall composition and high quality arrival into the City.
- The urban form and massing will vary in response to the proposed character areas and local setting and reflecting the site's location at the gateway to Oxford City and proximity to public transport routes. A monotonous suburban layout and highways-led design is to be avoided.
- High quality, contemporary architecture will be required which is distinctive, and responsive to the locality through the use of local materials, typologies and detailing.
- Variation in design shall be provided in response to the proposed character areas. This could include innovative typologies and layouts which enable the retention of landscape features while achieving appropriate densities.
- Development blocks are to be outward looking, providing active frontage and surveillance over public green spaces and streets, with a clear delineation of public and private space. New homes are to back onto existing properties creating secure rear boundaries.
- The layout of the site is to enable direct access on foot, wheelchair and bike from all parts of the development towards the local centre and school on site PR6a, bus stops on Oxford Road and Oxford Parkway Station.
- The design is to integrate with the existing public rights of way (PRoW) network and provide strategic east-west connections to the Cherwell Valley via PR6a and reserve land for an improved foot and cycle bridge over the rail line. Heritage assets including the round barrow are to be incorporated and made evident in the landscape design of the site.
- Existing high-quality hedgerows, important trees and groups of trees, ponds and drainage corridors are to be integrated into the overall layout within generous green infrastructure corridors.
- 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.

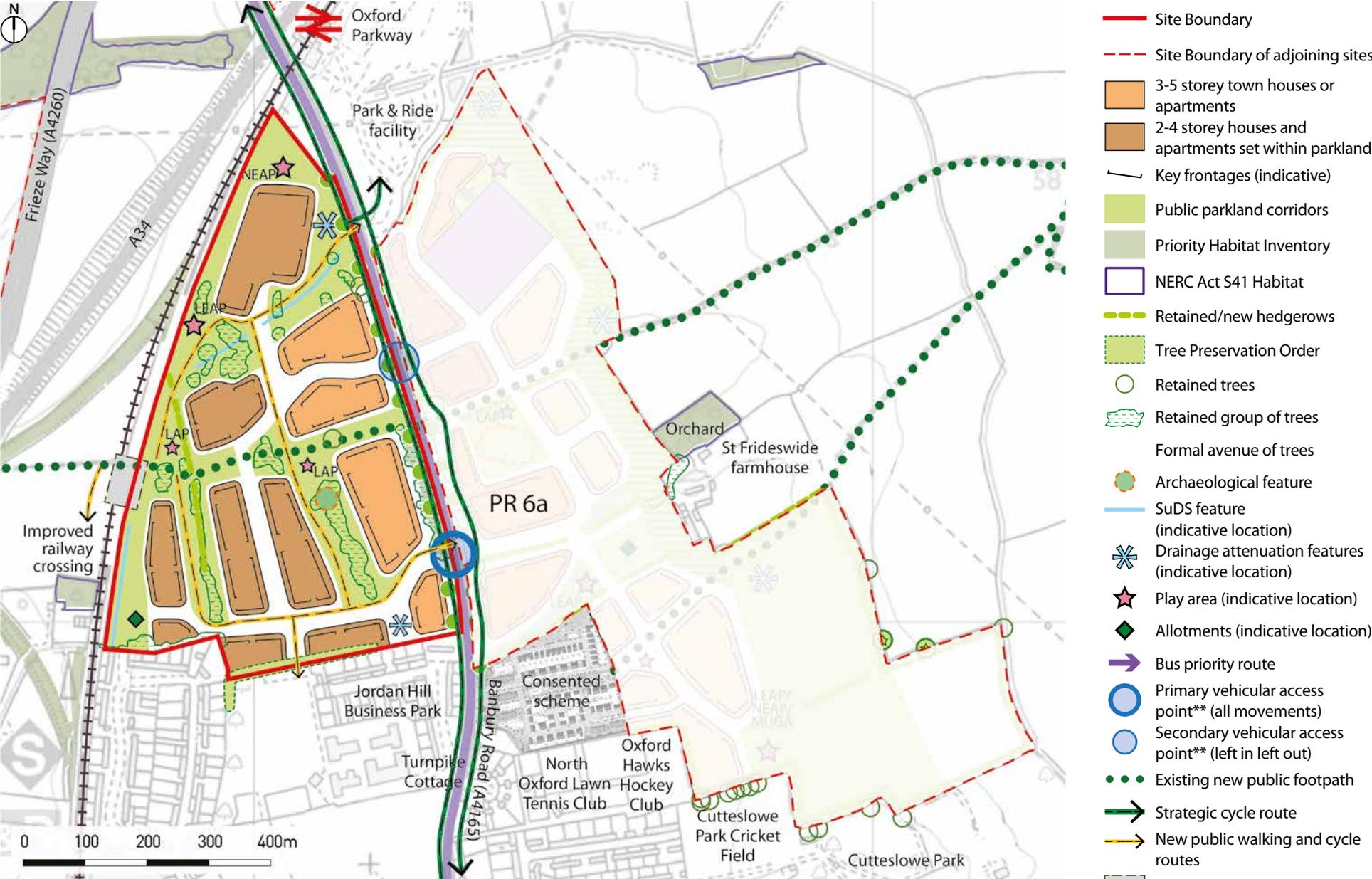


Fig. 14: Urban design

\*Subject to highway testing

The development will create at least two distinct but complementary areas of character. Each character area will be identified by its location and will generate a sense of place in relation to movement corridors, landscape features and the relationship with its surroundings. Detailed proposals shall consider the following two character areas:

- Oxford Road western frontage
- Parkland setting

Each area is described in more detail below in this section. Fig. 15 provides an overview of the development site character areas. Fig. 14 provides further detail on urban design parameters including layout, frontages and building heights.

Please note that the urban block structure and internal street network shown on Fig. 14 and reflected in subsequent figures contained within this brief is indicative and expresses general principles. The site layout will need to be refined through subsequent detailed masterplanning and design studies in collaboration with CDC.

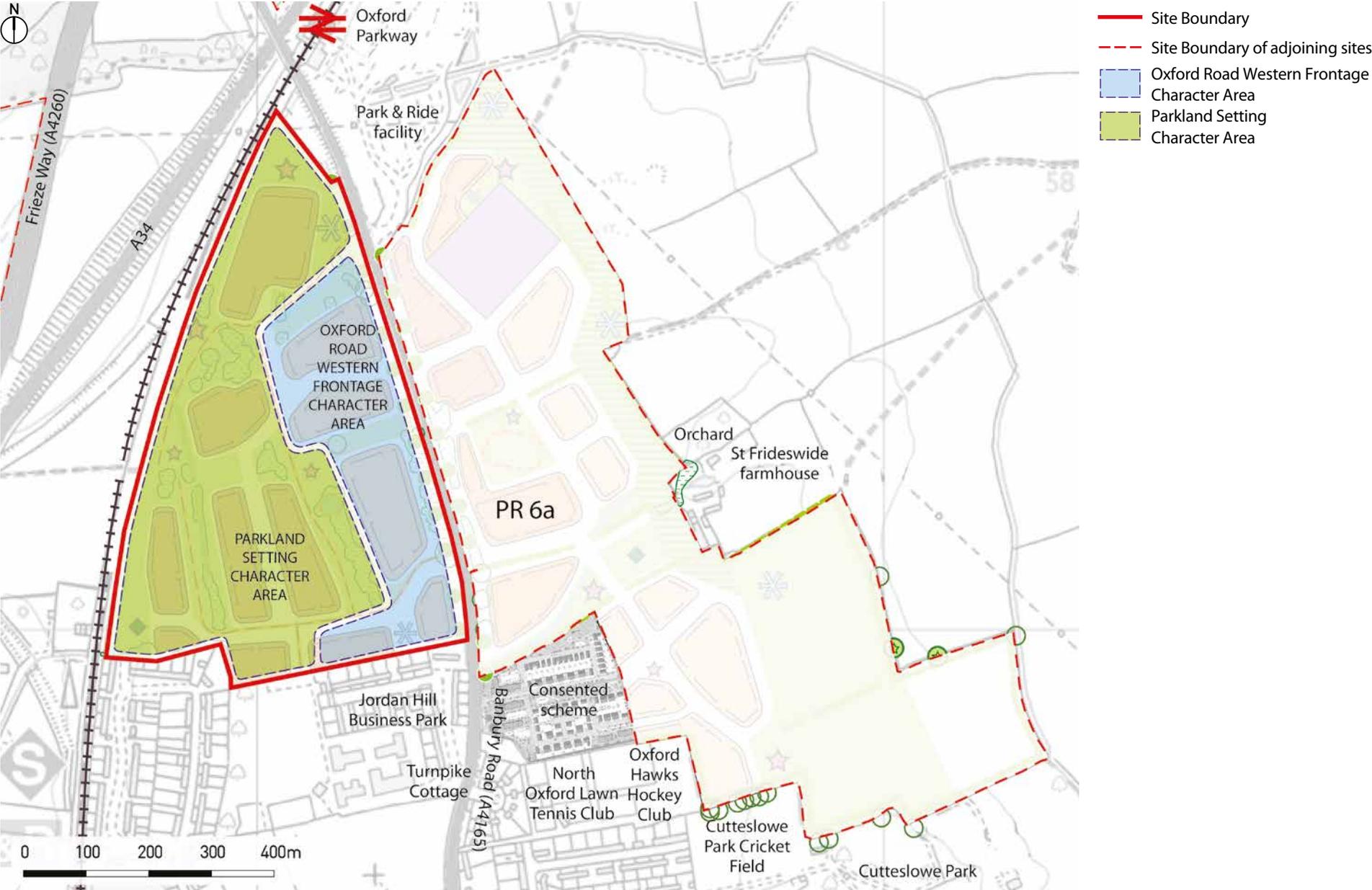


Fig. 15: Character areas

### 6.3.1 Oxford Road western frontage character area

Fronting onto Oxford Road this character area will have a formal, contemporary townscape set behind trees, creating a distinctive entrance to the city from the north. It will provide access to the development via two junctions and a primary street and will be activated by the strategic east-west walking and cycling links and proximity to the local centre on PR6a.

The character area is to be designed to take account of and connect with active travel and public transport improvements on Oxford Road which are being developed by Oxfordshire County Council.

#### **Development principles**

- Properties are to front onto Oxford Road and be visible from the street, but set back behind a tree corridor (see below) and newly planted trees. This will formalise the landscape character and create visibility and pedestrian access to the development frontage.
  - Subject to the siting of accesses and connections, high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, supplemented by new tree planting and ground vegetation removed to enable visibility into the site while retaining habitat connectivity. The arboricultural works in this area are to be agreed as part of the wider detailed design work for the Oxford Road frontage.
  - Townhouses and apartments are anticipated to be the predominant housing typologies. The majority of buildings in the character area are to be 2-3 storeys in height with 4-5 storey buildings appropriate only at key locations in the eastern part of the character area such as at movement nodes and at corners or vista stops, where particular emphasis is required. The scale is to be sensitive to adjacent building heights and uses.
  - 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 Oxford Road.
- The housing frontage is to be continuous, as far as possible, and itself act as a further barrier to the noise arising from Oxford Road.
- Ground floor residential properties are expected to have a private set-back of 1-2m and a high quality, formal boundary treatment in keeping with the character of the street (such as a wall, hedge, railings or other clear demarcation) to ensure privacy in ground floor rooms and clear definition of the public /private boundary.
  - Properties in the southern part of the character area are to back onto the rear gardens of existing properties on Jordan Hill Road creating secure rear boundaries. The public realm of the block may need to accommodate drainage attenuation features. Vehicle access to the character area will be provided by two new junctions serving the site. Vehicle access to individual properties direct from Oxford Road will not be permitted.
  - Reduced levels of parking are to be provided to the rear in small parking courts or rear garages serving a maximum of 6 properties. Garages in the street elevation are not permitted. Parking standards for the new development are to be agreed having regard to the sustainable location of the site and the extent to which different typologies of housing require dedicated car parking having regard to need, the provision of unallocated and visitor parking and a site-wide Travel Plan. Fig. 16 and Fig. 17 illustrate the existing and proposed character of Oxford Road with frontage provided by sites PR6a and PR6b, set back behind a formalised landscape edge. Please note that changes shown to cycle lanes, bus lanes and footways are indicative only; proposed improvements to the Oxford Road corridor are being developed by Oxfordshire County Council in consultation with PR6a and PR6b landowners.

Oxford Road western frontage character area location and precedent photos



Location plan



Townhouses behind tree lined street, Bicester



Pedestrian, wheelchair and cycle route running along the main road



Ground floor residential properties with formal hedge

### 6.3.2 Parkland setting character area

The majority of the site falls within the Parkland setting character area. The intention is to create a unique neighbourhood set within the mature landscape of the former golf course. Innovative typologies and layouts are welcomed which enable efficient use of the site while retaining significant groups of trees to create an open character.

#### **Development principles**

- The design is to be landscape led, and is to create a distinctive, unique character responding to the landscape of the former golf course and retaining important groups of trees, drainage corridors, ponds and archaeological features. Blocks shown on Fig. 12 are an indicative general arrangement only.
- There is opportunity for a ‘pavilions in the landscape’ layout typology with individual apartment buildings of 3-4 storeys, set within a generous landscape. This typology is to be explored further in collaboration with the Council’s urban design and landscape officers, to ensure that the end result delivers the required character while maintaining the principles of good design including clear delineation of public and private space.
- Alternatively, or in part of the site, a street based layout of larger house of 2-3 storeys in generous plots could be provided which retain features of the landscape in public green squares and/or private gardens.
- 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 railway.
- A linear wildlife corridor/green buffer is to be created along the full length of the site’s western boundary and adjacent to the rail line comprising linear woodland and scrub habitats. The width of the corridor is to be informed by noise and air quality mitigation assessments and the Biodiversity Impact Assessment. Should a noise attenuation bund or fence be required this is to be incorporated into the landscape design of the wildlife corridor and appropriately planted.
- The northern boundary is to be planted with native tree species, to enhance the existing wooded edge and provide a clear distinction between the site and the Green Belt to the north.
- Homes are to front onto and overlook public green spaces to provide passive surveillance.
- Access to the character area is via the internal street network and pedestrian and cycle route from Oxford Road. The existing public right of way running east-west through the centre of the site is to be retained and upgraded to provide a high quality green link for walking, cycling and wheelchair users, with a landscape led approach supporting wildlife connectivity.
- The green link will connect to the proposed local centre on site PR6a via a new pedestrian and cycle crossing on Oxford Road and the existing bridleway to the east.
- To the west, the green link will connect across the railway line via an improved rail footbridge. Land is to be reserved for footbridge improvements to make the existing rail bridge wheelchair and cycle accessible.
- A range of parking solutions are to be used, responding to the plot and building typology including planted rear parking courts for apartments, and on-plot parking to the side of houses or accessed from the rear. Parking to the front of properties is to be avoided.
- SuDs swales/ditches are to be provided crossing the area within the street or within green corridors.

Parkland setting character area location and precedent photos



Location plan



Retained mature tree incorporated into the development



Houses set within the retained mature landscape creating an open character



Apartment buildings responding to open spaces and tree groupings

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

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

Policy ESD 17: Green infrastructure

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

Policy PR6b – Land west of Oxford Road

Policy PR2 – Housing mix, tenure and size

**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

**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

Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018



Homes overlooking public green space and providing passive surveillance

## 6.4 Movement and access

### 6.4.1 General principles

The layout of the site is to create excellent cycle, pedestrian, wheelchair and vehicular connectivity within the site and to the built environment of Oxford. This includes an enhanced rail bridge, for which land will be reserved, towards Oxford City Council's allocated 'Oxford North' site; and to the allocated site to the east of Oxford Road (policy PR6a) enabling connections to Cutteslowe Park, and to Oxford Parkway and the Park & Ride. In doing so the layout will encourage movement by walking and cycling and limit unnecessary car trips.

Access should be co-ordinated and junctions co-located between PR6a/6b as far as possible to minimise the impacts of highways infrastructure, and enhance east-west connectivity between the sites.

The design of streets within the site should follow the guidance set out in the Cherwell Residential Design Guide, Manual for Streets and LTN 1/20 (Cycle infrastructure design) 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).

The site design is to accommodate requirements arising from Oxfordshire County Council's planned improvements to Oxford Road which may affect the eastern boundary of the site. Indicative sections showing improvements to Oxford Road are shown on Fig. 16 and Fig. 17. These are indicative and subject to detailed design work by OCC in relation to the highway and refinement of the masterplan designs on the adjacent PR6b and PR6a frontages.

### 6.4.2 Vehicle access

Policy PR6b requires at least two site access points be provided from existing highways, primarily from Oxford Road. The preferred locations for access are described below. These locations are to be refined and tested through detailed design and transport modelling and agreed with OCC. Development principles:

- Subject to detailed testing, the primary vehicle access is to be via a new, all-movements, signalised junction onto Oxford Road which must be aligned with the new primary access into PR6a. The junction is to be located in the southern part of the site, opposite the location of the existing access point towards St Frideswide Farm on site PR6a as shown on Fig. 18. The junction will prioritise pedestrian and cycle movement on all arms, and is to enable bus priority north and southbound on Oxford Road.
- A secondary access point is to be located in the northern part of the site. This is to take the form of a new left-in, left-out junction onto Oxford Road with pedestrian, cycle and bus priority across the frontage. The location of the junction is to be agreed, with an indicative location shown on Fig. 18. It is not essential for this junction to be directly aligned with the secondary access to PR6a. The size and type of all junctions will need to be determined by the scale of impact of sites PR6a and PR6b assessed together, have sufficient capacity to cope with demand from both developments, and are to be agreed with OCC Highways.
- A connecting primary street within the site will be created between these two access points. The primary street will provide access to secondary routes serving the remaining parts of the site.
- Access will be routed close to the rail bridge to enable access for maintenance.

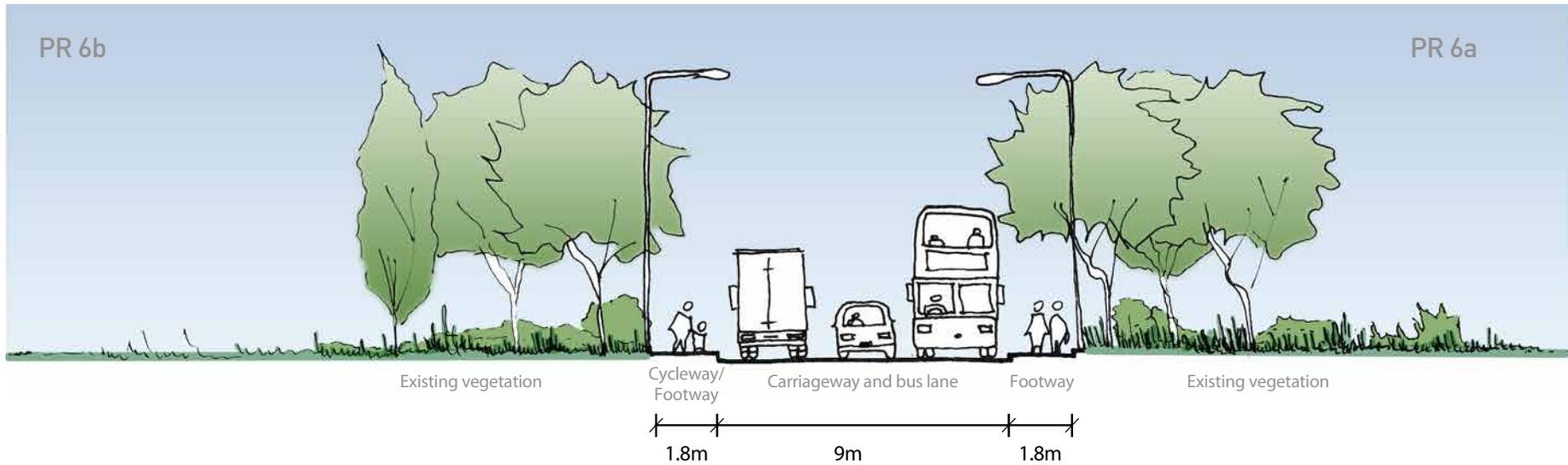


Fig. 16: A-A – existing Oxford Road cross section (refer to Fig. 18 for section location)

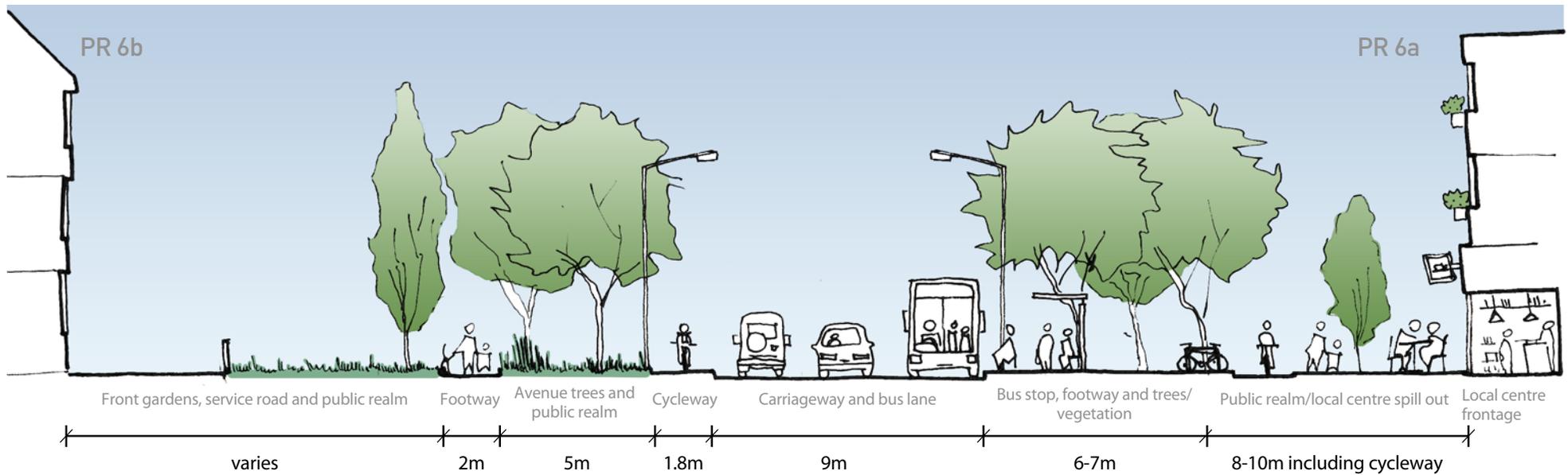


Fig. 17: A-A – indicative proposals for improvements to Oxford Road showing relationship to PR6b and PR6b frontages (subject to final Oxford Road design by OCC).

### 6.4.3 Pedestrian and cycle access

Pedestrian, wheelchair and cycle access points into the site will be provided on the southern, eastern and western boundaries, to connect the site with the surrounding area and co-ordinate with access points into PR6a (see Fig. 18 for indicative general locations).

#### **Development principles:**

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

- At least three access points east onto Oxford Road, providing direct access from the internal walking and cycling links to Oxford Road crossing points, bus stops and cycling infrastructure. The northern access will enable a direct link to Oxford Parkway station/park & ride.
- Potential access south to the adjacent Oxford City Council housing Site SP52 shall be safeguarded, providing a connection into the proposed street network. Access west towards the Oxford North development shall be facilitated through the reservation of land for an improved rail bridge suitable for pedestrians, wheelchair users and cyclists.



Pedestrian, wheelchair and cycle route



Landscaped high quality green link for walking, cycling and wheelchair users

#### 6.4.4 Street hierarchy and typologies

The street hierarchy for the site identified on Fig. 18, follows the street typologies set out in the Cherwell Residential Design Guide SPD. Streets are classified into two typologies:

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

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

#### **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 in relation to highways dimensions. (Refer to 5.4 Indicative layout for general residential street on page 64).
- The frontage to the street will vary and may include apartments/larger houses set back behind lawns or gardens, buildings fronting the street, or open areas of parkland
- To maintain a sense of enclosure and consistency the route is to be planted with avenue trees. The species is to be agreed with Council's landscape officer and is to complement the retained trees of the golf course.
- Parking is to be provided on street, to the side or rear of properties. Front drive parking is not permitted.
- The street should have a carriageway of between 5 – 5.5m varying to accommodate street trees, opportunities for on-street parking and pinch points for speed control.
- Cycle routes should be provided in line with LTN1/20.

#### **Secondary and tertiary streets**

Secondary and tertiary streets run off the primary street and will be provided throughout the development site serving individual 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 in terms of highways dimensions. (Refer to figure 5.5 Indicative layout for informal lane on page 65).
- Streets should generally accommodate a 4.8m carriageway plus footways. Shared lanes of appropriate width may be considered, subject to the necessary safety audits.



Shared surface lane with parking and street trees

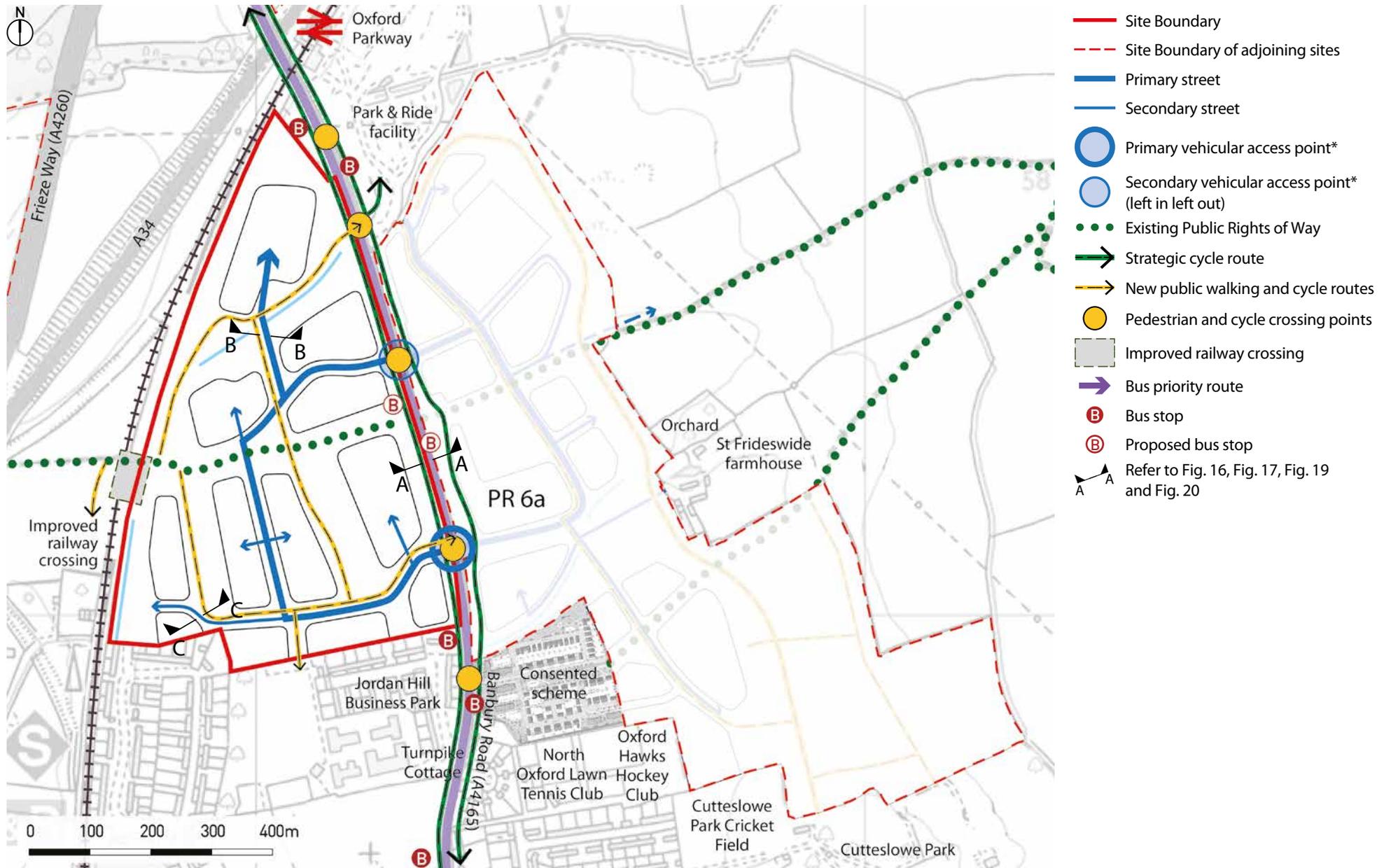


Fig. 18: Movement and access

\*Subject to highway testing

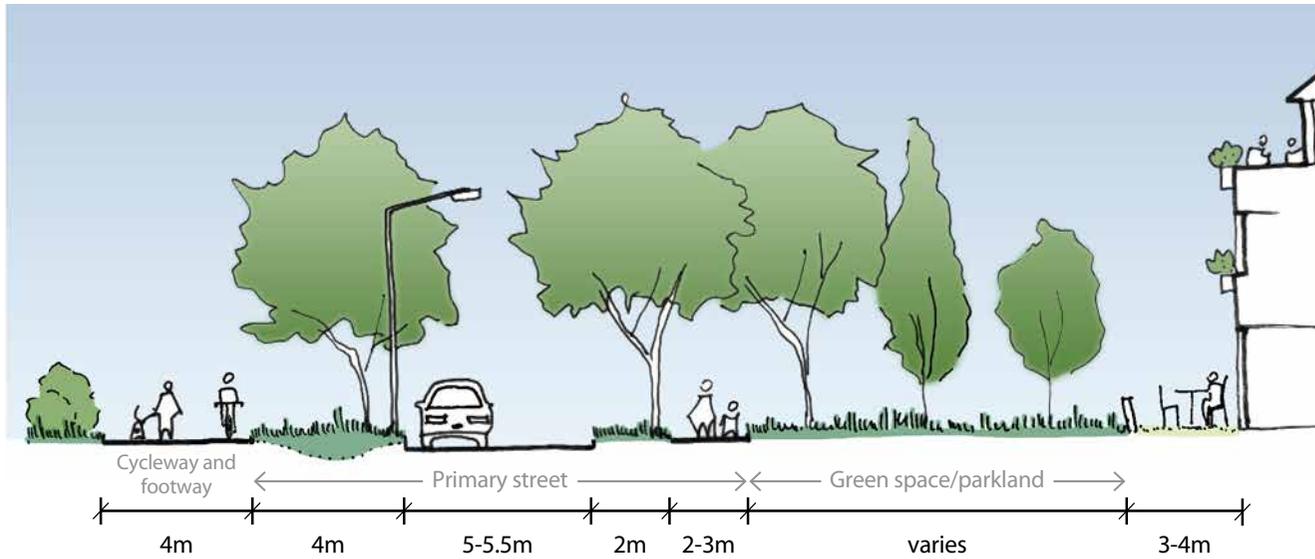


Fig. 19: B-B – typical primary street cross section (refer to Fig. 18 for section location)

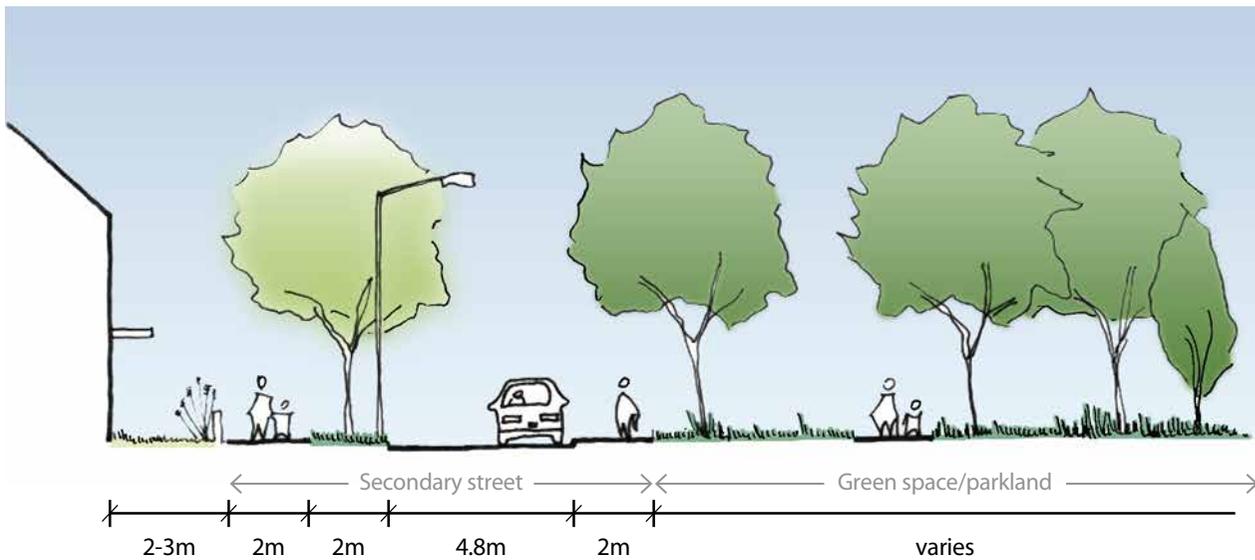


Fig. 20: C-C – typical secondary street cross section (refer to Fig. 18 for section location)

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

The walking and cycling network will comprise the connected street network, enhancements to the existing public rights of way crossing the site east-west, and new bridleways for walking and cycling connecting north-south and towards Oxford Parkway station.

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

- All new pedestrian and cycling routes are to be designed in accordance with Local Transport Note 1/20: Cycle Infrastructure Design published by the Department for Transport. Detailed designs should promote cycle and pedestrian safety and are to be agreed through the pre-application process with OCC and CDC's Development Management Teams.
- Routes should support wider connectivity, in line with the emerging Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).
- The existing footpath running east-west across the centre of the site is to be enhanced as a high quality walking and cycling green link connecting the site east to the local centre and towards the school on site PR6a and beyond to the Water Eaton Estate.
- Land is to be provided to enable the provision of an enhanced rail bridge accessible for a fully DDA compliant route for pedestrians, cyclists and wheelchair users, as part of this east-west route, to enable access towards the Oxford North development. Emerging design work suggests that a length of approximately 70m is required on both sides of the bridge, and a 10m width (broken down into 3m wide footway/cycleways with an allowance of 1m each side of the footway for guard railing.) A further 5.0m working zone is required for foundations and a working width for the construction of the footway. The detailed design of the rail bridge is to be agreed.
- New public rights of way for walking and cycling are to be provided running north south through the centre of the site and north east from the rail bridge. These routes will provide connections south to the proposed Oxford City development site, and north-west to Oxford Parkway. Three formal, direct pedestrian and cycle crossings are to be provided on Oxford Road in order to provide safe crossing and to allow direct connections between PR6a and PR6b and to Oxford Parkway station. These are to be located: as part of the new primary junction in the south of the site; in the centre of the site connected to the existing bridleway; and at the Park & Ride junction in the northern part of the site. In accordance with the movement hierarchy proposed, pedestrian and cycle crossings will have priority over other vehicular traffic.
- Routes within the developable area are to be overlooked by building frontages to provide passive surveillance.

### 6.4.6 Parking

Car parking provision and design will be in line with Oxford City parking standards having regard to the Cherwell Residential Design Guide SPD Section 5.8 as well as the good practice recommendations in Manual for Streets.

Parking standards for the new development are to be agreed having regard to the sustainable location of the site, the extent to which different typologies of housing require dedicated car parking having regard to need, unallocated parking and a site-wide Travel Plan.

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

To avoid indiscriminate on-street parking, possibly by commuters, a controlled parking zone is likely to be needed on the site.

#### **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. Residents' parking schemes will be considered in light of the nearby Parkway Station.
- On plot parking to the rear or side of homes (not in front) can be accessed from the front or via a rear lane.
- Cycle parking is to be easily accessible, to promote active travel.
- Rear parking courts are generally the least preferred solution as they can lack surveillance and through movement, but they will be necessary for apartment buildings. Any parking courts provided should be overlooked



On-street parking



Landscaped, rear parking court which relates well to the properties it serves

for natural surveillance, be clearly related to the apartment building they serve and should be planted with trees and shrubs to minimise the impact of parked cars.

- Electric charging points should be provided in line with national and local standards either on plot or serving on street parking bays. If on street, the design should, where possible, consider innovative solutions to limit visual impact e.g. pop-up charging points.
- Public cycle parking is to be provided adjacent to children’s play spaces and close to bus stops.

#### 6.4.7 Emergency access and refuse collection

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

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

#### 6.4.8 Public transport

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

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

Policy SLE 4: Improved Transport and connections

Policy ESD 1: Mitigating and Adapting to Climate Change

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

Policy ESD 16: The Oxford Canal

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

Policy PR4a: Sustainable Transport

Policy PR6b – Land west of Oxford Road

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

Chapter 4: Establishing the Structuring Principles

Chapter 5: Streets and Spaces

Chapter 8: Innovation and Sustainability

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

Sustrans traffic-free routes and greenways design guide (online)

Kidlington local cycling and walking infrastructure plan, Oxfordshire County Council (approved January 2022)

## 6.5 Green infrastructure

Although the site has no designated areas of green infrastructure under Policy PR6b, the retention of elements of the golf course landscape, wildlife corridors and areas of ecological importance will be a defining characteristic of the development, creating a unique layout and character.

As a minimum the important groups of trees identified on Fig. 10 are to be retained together with high quality individual trees, intact species-rich hedgerows, pond and ditches and trees protected under Tree Preservation Order. Additional moderate quality groups of trees are to be retained where the layout allows. The protection and enhancement of existing ecological assets is to be refined through ecological surveys and the production of a Biodiversity Impact Assessment and Biodiversity Improvement and Management Plan (see below).

The following features will form a multi-functional green and blue infrastructure network across the whole development site providing a range of ecosystem services. The following features will be incorporated:

- public play spaces
- a central public park incorporating the remains of a round barrow
- community allotments
- retention of drainage features and new sustainable drainage features
- private gardens and grounds
- new and retained wooded areas and trees
- linear habitat corridor along the site's western boundary adjacent to the rail line
- retention of ecological assets and wildlife corridors

Policy PR6b requires a Biodiversity Impact Assessment (BIA) be submitted as part of the planning application for the site and a supporting Biodiversity Improvement and Management Plan (BIMP). The November 2021 Environment

Act has introduced a statutory requirement for 10% biodiversity net gain for new development. In recognition of this forthcoming legislation, in October 2019, the Council's Executive endorsed seeking a minimum of 10% biodiversity net gain through engagement with the planning process. Policy delivery requirements 8,10,11 and 25 indicate measures to be incorporated into the development scheme and are reflected below.

### ***Development principles***

- Green infrastructure within the site is to be designed to retain the linear nature of the golf course tree belts, hedgerows and ditches, utilising these to create connected corridors for wildlife and recreational use and maintaining the characteristic linear views enclosed by trees.
- A creative and thoughtful landscape design is sought, which retains the important groups of trees and other features listed above and incorporates these into generous public spaces and linear green corridors for recreation, play, movement and food growing, together with areas of new habitat planting. This will create variety and interest and opportunities for informal play and interaction with nature around the site.
- The central green corridor is to take the form of a linear public park area incorporating grassland areas for informal recreation, a tree belt, east-west and north-south walking and cycling links and play spaces (see below). The landscape design of the park is to retain and reference in its design, the remains of the round barrow.
- The existing minor watercourse running north west and other drains and ponds are to be retained as part of the site SuDS strategy.
- An appropriately sized area (assumed 0.62 hectare) is required for community allotments which are to be incorporated within the allocated developable area. A potential location is indicated on Fig. 21. The final size,

design, location and character of the allotments are to be agreed with the Council.

- Appropriate buffer zones are to be provided to all retained trees to avoid root damage and should be considered when planning sustainable drainage infrastructure.
- Subject to the siting of accesses and connections, high and moderate quality trees on the Oxford Road frontage are to be retained, thinned out, supplemented by new tree planting and ground vegetation removed to enable visibility into the site while retaining habitat connectivity. The arboricultural works in this area are to be agreed as part of the wider detailed design work for the Oxford Road frontage.
- Existing intact species rich and other hedgerows within the site will be retained as far as possible. When the need to cross them occurs, existing gaps will be used wherever possible. A grassland habitat buffer of minimum 5m is to be introduced on either side of the hedgerows subject to hedgerow root protection area in compliance with BS5837.
- The required green buffer to hedgerows will vary in accordance with design constraints in respect of BS5837 survey and root protection areas, ecological surveys (Phase 1 and subsequent surveys), urban light distribution, and shadow / shade analysis impact on dwelling and gardens and will be determined at Reserved Matters stage, where the aforementioned survey information should be considered.
- Habitat creation is to support important/protected species found locally important species including Great Crested Newts, reptiles and Hair Streak Butterfly and will be informed by the BIA and BIMP.
- Subject to accommodating other green and blue infrastructure, woodland in the northern corner of the site is to be enhanced and extended with native



Community allotments to be incorporated within development



Public park incorporating important groups of trees, grassland areas and wild flower meadows

- species planting. The extent of habitat creation is to be determined through the BIA.
- A wildlife corridor is to be created along the site's western boundary and is to accommodate noise mitigation in relation to the rail line, together with habitat creation and native species planting. The width of the corridor is to be agreed in response to noise and air quality mitigation requirements and the BIA.
  - Individual native trees will be planted to form an avenue giving enclosure to the primary street, along the buffers to hedgerows, within public open spaces, site boundaries, as street trees on secondary 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). Reference should be made to The Trees and Action Design Group's guidance 'Trees in the Townscape: A Guide for Decision Makers', November 2012. Design of street trees requires collaboration of engineers, arboriculturalists and landscape architects in the earliest stages of the design process to achieve the desired effect.
  - Street tree species and details of root protection and canopies in relation to adopted carriageways are to be agreed with OCC.
  - Where front gardens or privacy strips are provided these are to be planted. Tree and shrub planting should be incorporated into the design of the play space and any rear lanes and parking areas. For the health of the children tree and shrub planting associated with play areas must not be spiny or thorny and be non-toxic.
  - Measures are required to minimise light spillage and noise levels on habitats and wildlife corridors.
- The site design is to include the provision of exemplary biodiversity in the built environment, including street trees with large canopies, wildflower road verges, wildlife connectivity between gardens, provision of designated green walls and roofs, and bird and bat boxes integrated into buildings. Refer to the Council's Biodiversity and the Built Environment report (2009) for recommendations on establishing wildlife habitat in buildings.

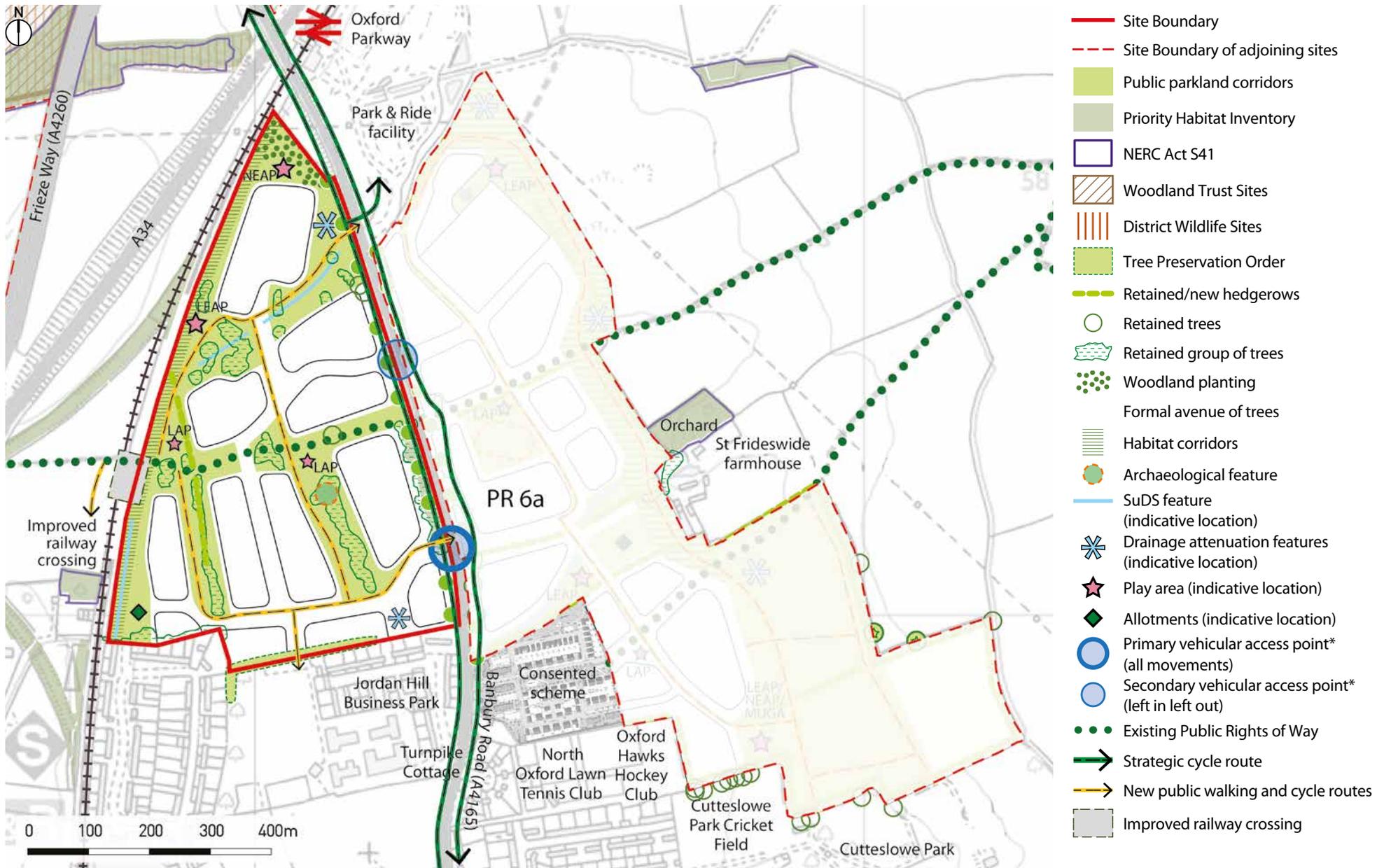


Fig. 21: Green infrastructure

\*Subject to highway testing



Green infrastructure precedents

### 6.5.1 Play and sports

A range of different types of play space are to be provided within the site in safe, accessible locations. Indicative general locations for play space are indicated on Fig. 21, but alternative locations would be considered.

#### **Development principles:**

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

- **Two Local Area for Play (LAP)** for 2 to 6-year old children:
  - 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 Local Equipped Area for Play (LEAP)** for children aged 4 to 8:
  - Minimum 400 sq. m (20m x 20m) equipped activity zone set within a landscaped area designed to provide a safe area for alternative play for children aged 4 to 8. 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 5 individual items of play equipment of a natural/timber frame character for a range of different play experiences and/or single multi-functional play units.



Timber playground equipment

- 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 Neighbourhood Equipped Area for Play (NEAP)** for 4 to 12-year-old children. Minimum 1000 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 8 to 12. The size of the equipped activity zone should be a minimum of 31.6m x 31.6m. 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 with a natural (timber) character for a range of different play experiences and/or single multi-functional play units.
  - The equipped activity zone within the landscaped area should be located a minimum of 30 m from the nearest dwelling boundary. 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.
- 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.

### 6.5.2 Blue infrastructure

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 watercourses, ponds, ditches and proposed drainage features are to be designed and integrated into the streets and green space network creating environments for informal recreation, planting, and habitat creation.
- The location and detail of the drainage attenuation features shall be agreed in detail with Oxfordshire County Council as Lead Local Flood Authority and with Cherwell District Council's Drainage Team. An indicative general location is shown on Fig. 21.
- Wherever possible, runoff will need to 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 rather than crates where possible and space allows. Groundworks associated with drainage must avoid damage to existing trees and hedgerows and their root protection zones.

### 6.5.3 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 conflict with the purposes of the Green Belt or harm the Green Belt's visual amenities.

The new Green Belt boundary will be clearly defined within the site by the rail line and habitat corridor to the west and the area of woodland to the north.

Improvements to walking and cycling links within the site, connecting to the wider PRoW network and with site PR6a, will provide beneficial enhancements to recreational access to the Green Belt to the east and west of the site.

#### **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 7 September 2020)**

Policy PR3: The Oxford Green Belt

Policy PR5: Green Infrastructure

Policy PR6b – Land west of Oxford Road

#### **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

#### **Other relevant guidance**

Sustrans traffic-free routes and greenways design guide (online)

Biodiversity in the Built Environment Good Practice Guide, CDC 2019

## 6.6 Community infrastructure

Site PR6a, to the west of PR6b is to provide a local centre and a two form entry primary school. Through the development brief process the location of the school and local centre as shown on the PR6a policy map have been reviewed. It has been agreed that they should be located in close proximity to one another, in a relatively central location which is easily accessible on foot, bicycle and wheelchair from all parts of the site and from PR6b. The indicative location is shown on Fig. 13.

The layout of PR6b should create direct walking and cycling connections towards the agreed final location of the school and local centre on site PR6a.

There is flexibility for the provision of supporting non-residential uses on the site, without prejudice to the delivery requirements under Policy PR6b and the delivery of non-residential uses on PR6a.

## 6.7 Heritage and archaeology

The site contains non-designated heritage assets (remains of a round barrow) and has the potential to contain further previously undiscovered, archaeological deposits which could be of sufficient significance to warrant physical preservation. This could only be determined following archaeological evaluation ahead of the granting of any planning permission.

Planning applications for development on the site will need to include an archaeological desk-based assessment, evaluation and appropriate mitigation strategy. This may include the need for buffer zones surrounding the heritage assets which would need to be reflected in the refined masterplan layout.

### **Development principles:**

- The round barrow (and other archaeological and historic landscape features, including those previously undiscovered, where appropriate) is to be retained, appropriately buffered as necessary, and referenced in the landscape and public realm of the site, to provide a link to the site's history.

### **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 policy

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

C18 Development proposals affecting a listed building

C21 Proposals for re-use of a listed building

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

Policy PR6b – Land west of Oxford Road

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

Chapter 8: Innovation and Sustainability

### **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  
Increasing Residential Density in Historic Environments, ARUP on behalf of Historic England, 2018

## 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.
- A 132 kV OTL powerline is positioned in the northern corner of the site. This is to be accommodated within the green space/woodland, with appropriate offset to development and play space, or undergrounded.
- Potential noise pollution arising from Oxford Road and the railway line is to be mitigated by an appropriate building and layout design response following the principles of good acoustic design.
- Refer to section 6.4.6 regarding electric vehicle charging.
- General requirements for infrastructure provision are set out in the LPPR Infrastructure Schedule (Appendix 4).

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

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

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

Policy PR6b – Land west of Oxford Road  
Policy PR11 - Infrastructure Delivery  
Appendix 4 – Infrastructure Schedule

### **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 PR6b a single comprehensive, outline scheme shall be submitted for the entire site.

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

- Delivery and Phasing Plan
- Planning Statement
- Housing Mix and Affordable Housing Provision
- Design and Access Statement
- Topographical Surveys
- Masterplan and Parameter Plans
- Landscape Visual Impact Assessment
- Arboricultural Impact Assessment
- Transport Assessment and Framework Travel Plan
- Parking Principles (where not covered in the Brief)
- Public right of way statement
- Flood Risk Assessment and Drainage Assessment (foul and surface water drainage) including Water Infrastructure Capacity
- Air Quality Assessment
- Contamination Assessment
- Noise and Vibration Assessment
- Archaeological Surveys
- Heritage Impact Assessment
- Ecological surveys and Biodiversity Impact Assessment (including a Habitat Suitability Index)
- 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 PR6b and support the wider aims of the LPPR spatial strategy.

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

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

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

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

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

In preparing a draft Head of Terms, it is recommended that proposals applicants should have regard to matters including the LPPR Infrastructure schedule. Where facilities and infrastructure are required to be provided on land outside

the site, these are to be secured by way of proportionate planning obligations and/or through the pooling of contributions as appropriate, in accordance with the Community Infrastructure Levy Regulations 2010, as amended.

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

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

### 7.3 Monitoring

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

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

Policy INF 1: Infrastructure

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

Policy PR6b – Land west of Oxford Road

Policy PR11 - Infrastructure Delivery

PR12a-Delivering Sites and Maintaining Housing Supply

Policy PR13 -Monitoring and Securing Delivery

Appendix 3 – Housing Trajectory

Appendix 4 – Infrastructure Schedule

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

# Appendix A: Relevant Development Plan Policies & Supplementary Planning Documents

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

- PR1 – Achieving Sustainable Development for Oxford’s Needs
- PR2 – Housing Mix, Tenure and Size
- PR3 – The Oxford Green Belt
- PR4a – Sustainable Transport
- PR4b – Kidlington Centre
- PR5 – Green Infrastructure
- Policy PR6b – Land west of Oxford Road
- 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
- BSC3 – Affordable Housing
- BSC4 – Housing Mix Policy
- BSC7 – Meeting Education Needs
- BSC8 – Securing Health and Well-Being
- BSC9 – Public Services and Utilities
- BSC10 – Open Space, Outdoor Sport and Recreation Provision
- BSC11 – Local Standards of Provision – Outdoor Recreation
- BSC12 – Indoor Sport, Recreation and Community Facilities
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – Sustainable Drainage Systems
- ESD8 – Water Resources
- ESD9 – Protection of Oxford Meadows SAC
- ESD10 – Protection and Enhancement of Biodiversity and the Natural Environment
- ESD11 – Conservation Target Areas
- ESD13 – Local Landscape Protection and Enhancement
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- INF1 - Infrastructure

**Adopted Cherwell Local Plan 1996**

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

**Adopted SPD**

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

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