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Oxford

Local Plan 2036

ADOPTED 8th June 2020



Building a world-class city for everyone

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Foreword

We live in a fast-changing world, where how we communicate, do business, work and shop are evolving more rapidly than our predecessors thought possible. But some things do not change – the need for a secure home, a job that brings dignity as well as a means of support, the opportunity to bring up a family, to make and keep friends, all in a place that offers the opportunity to live, not merely to exist.

Oxford is a wonderful city, with a beauty and a history that brings visitors here from all over the world. We are a centre of learning and innovation on a global scale, and we have much of which we can be rightly proud. But we are also a city where inequality is stark - where decent and affordable housing is out of reach for so many of our citizens, and where poor air quality damages the lives of many more.

We need to make sure that Oxford continues to be a successful and attractive city; a place that people enjoy living and working in, as well as visiting. Oxford's Local Plan is a vital document that sets out the shape of our city, and how it will look and feel in years to come. It will guide and shape new developments, so that they respect the past and present of Oxford, while improving its future by supporting our city's people and their environment.

This new Local Plan will determine the homes, jobs, community facilities and infrastructure for the next twenty years, striking the right balance between the different pressures that Oxford and its people face. It also sets out our priorities as a city. It makes a priority of providing affordable housing, and good quality jobs. It focuses growth and development on district centres, not just on the city centre, to make sure that facilities and services are close to home and more convenient for local residents. It prioritises walking, cycling and public transport to help tackle congestion and pollution on our streets.

A Local Plan needs to respect the city of previous generations while shaping the city of the generations to come. That is what this Local Plan aims to achieve.





Introduction

Strengths, challenges and vision for Oxford

- i. Oxford is an attractive place to live, work, study and visit. Its success means there is a high demand for land, with knock-on consequences for prices and infrastructure provision. The pressures of success can be seen in the high house prices, congestion and poor air quality in certain areas. The vision of the Plan is to build on the positive aspects of Oxford and deal positively with the issues.

Strengths and roles of Oxford

Table 1: Oxford's strengths and role

	<p>Economy knowledge and research</p> <p>Oxford is in a fortunate and positive position, having a broad, diverse and active economy. The city has one of the highest concentrations of knowledge intensive businesses in the UK. Oxford's role in the regional and national economy is vital.</p> <p>It is the 'service centre' for the Oxfordshire economy, having the fastest growing and best educated workforce, and also being the main centre of research and spin-outs in the county. Positive indicators of the strength and success of Oxford's economy include the very low levels of unemployment, the good rate of new companies being set up, and that established employers are keen to move into the city.</p>
	<p>Retail and tourism</p> <p>Oxford's high streets are full and active and the vacancy rates are low. The market is confident for the future with significant investment planned and being delivered, such as the new Westgate centre, which opened in October 2017. Oxford is a major draw for visitors from overseas, domestic tourists and day visitors. It attracts approximately 7 million visitors per year, generating £780 million of income for local Oxford businesses.</p>
	<p>Life, culture, health and well-being</p> <p>Oxford offers the opportunity for a high quality of life for its residents. It is a desirable place to live. The population is diverse and youthful giving the city life and vibrancy. The range of amenities, facilities and services available in Oxford mean it punches well above its weight for a city of this size. Oxford has excellent museums and cultural opportunities and hospitals offering cutting edge research and treatments.</p>
	<p>History and urban environment</p> <p>The wealth of historic and architectural assets in Oxford is a significant draw for investors, visitors, and those looking to locate in the city. Beyond the world renowned historic core, Oxford is made up of a series of communities with clear and distinct identities and character that bind those that live there.</p>

The pressures of success can be seen in the high house prices, congestion and poor air quality in certain areas.





Natural environment

Oxford is a city with a rich natural environment; the two rivers and their valleys and areas of real significance in terms of landscape and biodiversity are located in close proximity to large parts of the community. Areas for informal and formal recreation are easily accessible, and are important for people's health and wellbeing. They provide a vital green lung to the compact city, and provide space for formal and informal recreation.



Travel

Oxford is a compact city with a well-established pattern of sustainable travel. Cycling rates are high, bus services are comprehensive and frequent, and rail services are expanding and being improved. Consequently the population of the city is less reliant on the private car than in most other British cities.



Environmental responsibility

The City Council has pledged to achieve net zero greenhouse gas emissions within the second half of the century. It intends to maintain its position as a leading UK Local Authority in tackling climate change and intends that by 2050 it will use only 100% renewable energy.



Efficient use of Land

- With increasing pressure for growth and development land scarce, efficient use of land is increasingly important;
- Creates challenges in creating a high quality environment;
- A significant amount of housing need will need to be met elsewhere in Oxfordshire.

Educational attainment

- While 43% of Oxford's population was qualified to degree level (2011 Census, estimated risen to 60%), 22% of people aged 16+ have fewer than 5 GCSEs at C or above;
- Education and skills deprivation is particularly concentrated in the communities to the east and south east of Oxford;
- Creates a barrier to local people accessing jobs in the knowledge-intensive activities Oxford's economy is built around.

Ensuring wide benefits of economic growth

- Challenge to guide economic growth so that its benefits are felt widely, in a way that helps overcome social disparities;
- After housing costs, 1 in 4 children live below the poverty line;
- Men in the most deprived areas live 9 years less on average than those in the least deprived areas.

Cost and supply of housing

- Greatest affordability issue of any city in the UK;
- Average house prices more than 17 times average wage (Centre for Cities, 2019);
- Major employers including NHS, BMW and schools are reporting skills shortages linked to high house prices, which are affecting ability to attract firms;
- Universities concerned they will be unable to attract top academics and researchers;
- Oxfordshire Strategic Housing Market Assessment (SHMA) identifies housing need between 24,000 and 32,000

Heritage importance, including historic skyline;

- Large parts at risk of flooding and climate change will increase extent, severity and frequency.

Constrained city

- Much undeveloped land in the Green Belt;
- Areas of national and international biodiversity interest which need protecting.

Managing rapid growth

- Population increased by 12% in last decade;
- Significant economic and population growth expected to continue over the Plan period;
- Challenges include pressure on infrastructure, declining affordability and skills shortages;
- Must accommodate growth in a way that builds on characteristics that make Oxford special.

Diagram 1: Oxford's Issues and Challenges

Traffic congestion and air quality

- Medieval streets often narrow and not well suited to motorised vehicles so conflict for limited space between different transport types;
- Areas of poor quality in the centre, district centres and ring road junctions, attributable to road traffic;
- In Oxford 5.6% of all mortality is attributable to long-term exposure to fine particulate matter (PM2.5);
- Low Emission Zone (LEZ) introduced for the city centre in 2014 led to improvements but levels of some pollutants are still above target levels, requiring us to take action now.

Need shift to sustainable travel


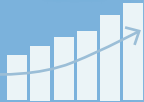




- With predicted growth, a continuation of existing travel behaviour would threaten to over-burden the transport network, compromising the character of Oxford, quality of life and economic success;
- Challenge to shift more journeys on to walking, cycling, public transport and reduce need to travel;
- Ensure attractiveness of sustainable modes of travel to areas outside centre, to where travel by bus has remained static over the last decade.

Vision

- ii. Oxford's Local Plan vision is linked to the City Council's Oxford's Vision 2050. Vision 2050 brings together people's aspirations and hopes for the city in the future. In that vision Oxford will be a global centre for the knowledge-based economy, and all residents will benefit from the strong economy. Deprivation and inequality will be reduced, Oxford's diverse communities will have a strong sense of togetherness and people will be able to live fulfilled, happy and healthy lives. Oxford will be an affordable place to live. It will also have an attractive, clean and healthy environment, where heritage and the natural environment are protected.

- iii. The Oxford Local Plan 2036 looks ahead 20 years and beyond, giving consideration to how it can best address the pressures and challenges Oxford faces. Oxford will continue to grow and develop. This growth will be associated with a liveable and sustainable environment that balances economic, social and environmental needs, ensuring that the city remains a highly desirable place to live, work and visit.

Table 2: We want Oxford in 2036 to be:

<p>A centre for learning, knowledge and innovation</p> 	<ul style="list-style-type: none"> • Be at the forefront of research and innovation; • Be a global centre for research, education and healthcare; • Be home to high-tech firms and start-ups; • Have a well-educated workforce; and 	<ul style="list-style-type: none"> • Have an appropriately skilled local workforce which provides a pool of talent to support businesses and institutions.
<p>A prosperous city with opportunities for all</p> 	<ul style="list-style-type: none"> • Continue to have a diverse, globally competitive economy led by innovation; • Have low unemployment; • Have used training, skills, and apprenticeships to address the divide between the prosperous and the deprived parts of the city; and 	<ul style="list-style-type: none"> • See the benefits of being a high- performing, smart economy, such as a clean, well-designed city with quality infrastructure.
<p>An environmentally sustainable city</p> 	<ul style="list-style-type: none"> • Be an exemplar of low carbon development; • Have made progress towards the council's commitment to achieve net zero greenhouse gas emissions in Oxford this century; • Have led the way in developing and adopting new technologies to help create a clean and green environment; • Insist on high levels of energy efficiency; 	<ul style="list-style-type: none"> • Produce energy from local, renewable and low carbon sources; • Be resilient to the impacts of climate change; • Have reduced private car travel and a good network of safe and accessible cycling and walking routes; and • Have greatly reduced vehicle emissions through the use of zero emission vehicles, including buses.
<p>An enjoyable city to live in and visit</p> 	<ul style="list-style-type: none"> • Benefit from high quality new architecture and public realm which integrates well with the existing historic environment, townscape and landscape character; • Access to high quality green spaces, cultural and community facilities; • Have a network of open spaces rich in biodiversity offering multiple benefits to health and wellbeing 	<p>through their social, environmental and recreational value;</p> <ul style="list-style-type: none"> • Accommodate its visitors successfully, particularly in the city centre, having reduced conflicts between different users; and • Inspire people to find joy in their surroundings and interaction from their environment.
<p>A strong community</p> 	<ul style="list-style-type: none"> • Have reduced inequalities; • Offer a range of housing types, sizes and tenures to suit the varied needs of our population; • Provide a wide range of facilities and services within easy access; 	<ul style="list-style-type: none"> • Provide spaces and opportunities for social interaction bringing people together; • Be made up of diverse yet cohesive communities; and • Engender a sense of civic pride.
<p>A healthy place</p> 	<ul style="list-style-type: none"> • Offer the opportunity for healthy lifestyles; • Provide homes and environments that offer good living standards; • Offer access to excellent healthcare; 	<ul style="list-style-type: none"> • Support high participation in sport and recreation; • Provide healthy travel choices; and • Benefit from significant improvements in air quality.

Sustainability Appraisal and Habitats Regulation Assessment

- iv. A Sustainability Appraisal is an appraisal of the economic, environmental, and social effects of a plan. The intention is that it is undertaken from the start of the preparation of a plan to help ensure decisions lead to sustainable development. In June 2016 we published a Sustainability Appraisal Scoping Report. This identifies baseline information regarding, economic, social and environmental issues within Oxford and identifies other plans and guidance, to European level, that have a bearing on the formulation of plans within Oxford. This is summarised in the Sustainability Appraisal.
- v. The Sustainability Appraisal assessed the policies and objectives of the Oxford Local Plan 2036 against the Sustainability Appraisal objectives in order to confirm general consistencies between the two sets of objectives. The SA was produced alongside the Local Plan 2036 to predict and evaluate the effects of the document. It ensures that all aspects of sustainability were properly considered and suggestions were made for improving sustainability. These have been incorporated into the policies where appropriate.
- vi. The Habitats Regulation Assessment (HRA) is a process used to assess the impacts of policies against the conservation objectives of a European site and to determine whether they would adversely affect the integrity of that site. The City Council undertook a screening process to determine whether or not the proposals of the Local Plan will have a significant effect on the Oxford Meadows Special Area of Conservation (SAC). It concluded that an Appropriate Assessment was required to assess the potential impacts of the Local Plan on the SAC; alone and in combination with other plans or projects. This assessment concluded that the policies of the Local Plan can be implemented without having an adverse effect on the integrity of the SAC.





1. Spatial Strategy

This Plan will support the vision of Oxford as a growing and developing city. This growth will be associated with a liveable and sustainable environment that balances economic, social and environmental needs, ensuring that the city remains a highly desirable place to live, work and visit.

Addressing the housing issue is a key priority and this Plan will aim to provide more homes while protecting and enhancing Oxford's unique historic and natural environment. The Plan seeks to support the growth in the Oxford economy in key sectors linked to its economic strengths and contributing to advancements in learning and innovation locally, nationally and globally.

The focus of new development will be on intensifying development on previously developed land as this is not only best practice but essential in a constrained urban environment like Oxford.

The Oxford Local Plan 2036 reflects the presumption in favour of sustainable development by incorporating clear policies as to how this presumption is to be applied to development across the city.

**Addressing
the housing
issue is a
key priority**

Policy S1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions jointly which mean that applications for sustainable development can be approved where possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with Oxford's Local Plan (and, where relevant, with neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, and unless:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) specific policies in that Framework indicate that development should be restricted.



Spatial application of the strategy

- 1.1 This Plan supports the role and function of the City Centre, district centres and transport nodes, as the most sustainable locations for new development. Oxford is made up of several main centres (see Spatial Strategy Diagram page 15). These areas act as centres for the local community, and also function as transport hubs. These centres are vibrant places to be, with a mix of uses and people working, learning, shopping, meeting and visiting for leisure. It is important to build on the opportunity for activities to cluster together, such as offices, student accommodation and the universities, or medical research and clinical practice.
- 1.2 These centres are well connected to their surrounding residential areas by public transport, walking and cycling networks. Directing new developments that attract lots of people to these existing centres reduces the need to travel because of the variety of facilities in one place and it also maximises the opportunity to use existing routes and networks to travel by walking, cycling and public transport.
- 1.3 Oxford has developed at the confluence of two rivers in a 'green bowl'. Its built heritage, especially its dreaming spires, is iconic. The connection between the built environment and Oxford's setting within the wider landscape is part of Oxford's special character. The network of green fingers that extend from the surrounding countryside along the river and canal corridors and into the heart of the city are a vital part of Oxford's character.

City Centre

- 1.4 The role of Oxford city centre as a primary focus for shopping, employment, leisure, education and cultural activities as well as a major tourist destination is vitally important to the overall success of Oxford. This varied role and mix of uses mean that it draws people in from all over the city, the county, and much further afield. It is performing very successfully against a range of measures, the range of services and amenities it offers is high, retail vacancies are low and visitor numbers are high. This success has however led to problems with congestion, air quality and over-crowding of the pavements and public realm. **To address these problems and to accommodate some of the growth predicted it will be important to manage the competing interests in the city centre.**
- 1.5 Much of the city centre is covered by the Central Conservation Area and contains the medieval core of the university. The city centre also includes the West End, which is the area of the city centre with the main opportunity for growth. This area is considered as an Area of Change in Chapter 9. The Central Area Conservation Appraisal has identified principal issues in the Central Conservation Area, which are:
 - pressure on public space in the core area streets from pedestrian saturation and buses
 - lack of accessible squares and green space
 - controlled access to green space
 - uncertain retail future
 - design of new buildings
 - managing the setting
 - conservation area boundary on the western side
- 1.6 There are opportunities to manage the competing interests in the city centre. This may be possible through a review of the access and transport arrangements (for example by removing unnecessary trips/miles journeyed);

It is important to build on the opportunity for activities to cluster together, such as offices, student accommodation and the universities, or medical research and clinical practice.

providing opportunities to access “town centre uses” in alternative locations (for example providing for more facilities in district or local centres); and reviewing the role of specific streets/areas of the city centre to provide for different needs (for example a restaurant district or tourist focused area) and increasing the public realm and capacity of streets. The Conservation Area Appraisal identifies opportunities to enhance the conservation in ways that would sustain the city’s cultural, economic and social prosperity:

- rebalance the space within streets from vehicles to pedestrians
- identify sites for a new network of ‘micro parks’ where people can stop and dwell in streets
- increase public access to existing green spaces and the waterways
- promote development of opportunity sites in ways which contribute to and celebrate the characteristics of the city that make it so distinctive and special

Cowley Centre

- 1.7 Cowley Centre (including Templars Square and the John Allen Centre) is second in Oxford’s hierarchy of centres as the Primary District Centre. This recognises the special qualities and features of the Cowley Centre that elevate its status above the other District Centres. These include the scale of retail and service provision (it scores much higher in national rankings of shopping centres than the other District Centres), the range of retail on offer (especially strong on comparison goods and low vacancy rates) the size of the catchment area and its importance to users (many of whom would visit the Cowley Centre in place of the City centre), its role as a public transport interchange, and its capacity to accommodate growth and opportunities for redevelopment.
- 1.8 Planning permission was granted for a large-scale redevelopment scheme in 2017 which represents a significant investment (£60 million) in the quality of the buildings and public realm and a strengthening of the range and quantity of facilities provided (including residential development). This reinforces the status of the Cowley Centre and its importance in the hierarchy of centres. Beyond this scheme, there continue to be opportunities for redevelopment of adjacent sites within and around the District Centre. The City Council will encourage schemes which make more efficient use of the sites available and strengthen and diversify the range of services and facilities on offer to the local community and its wider catchment area.

East Oxford-Cowley Road District Centre

- 1.9 The Cowley Road is the main centre for a large and diverse population of East Oxford including many students; it provides for the convenience shopping needs for the local area but generally plays a less important role in terms of the retail provision than other District Centres. It is however particularly strong in terms of leisure and service provision. It is a vibrant, diverse and dynamic street which is an important part of its character and one that is treasured by local residents, city wide and visitors alike. An important part of its identity is the role it plays in the evening economy with the O2 Academy, Ultimate Picture Palace Cinema and a wide range of restaurants, bars, cafes and takeaways. In addition there are large community facilities such as the East Oxford Health Centre and Oxford Central Mosque and community features such as the farmer’s market and annual Cowley Road Carnival which add to vibrancy and community feel.
- 1.10 The Cowley Road is a busy arterial route into St Clements and the city centre at one end, and Oxford Business Park and BMW at the other. It runs through a highly populated area and the character of the district centre reflects this.

Headington District Centre

- 1.11 Headington District Centre is focussed on the main arterial of London Road. The majority of retail and services are concentrated around the crossroads of London Road with Windmill Road and Old High Street. The centre provides a range of convenience retail facilities but fewer comparison shops. It does however, have a good range of retail services including banks and a local market. A large proportion of the food and drink offering is independent. As a centre it primarily provides for its local resident population, having its own library in Bury Knowle Park and St Andrew's CoE Primary School to the eastern edge of the district centre.
- 1.12 A distinctive feature of Headington is the large potential catchment from local institutions and businesses. The district centre is very close to the John Radcliffe Hospital and to the Oxford Brookes University campus. These are both sites with large numbers of workers, students and visitors and whilst in recent years each of those sites has invested in their own town centre use facilities, there is an opportunity to try and capture more of this potential market. As the Headington Hospitals grow and develop there is an opportunity for better physical connections between them and the district centre will be key to facilitating this.

Summertown District Centre

- 1.13 Summertown District Centre is focussed on the main arterial of Banbury Road and on the adjacent South Parade. The retail balance in Summertown District Centre is more in favour of comparison shopping and it benefits from some independent retailers and higher end national chains. There is a strong representation of services and community and leisure facilities with the Ferry Sports Centre, including a swimming pool, and the North Oxford Centre. There are also many schools in the Summertown area, both state and private.

As the Headington Hospitals grow and develop there is an opportunity for better physical connections between them and the district centre will be key to facilitating this.



- 1.14 The centre has an attractive feel with interesting shops, coffee shops and a weekly farmers market. Summertown is an attractive location for employers and employees; there are a significant number of office developments in the district centre and around the fringes. It offers good public transport, clustering benefits with other office and service uses, and a vibrant centre for lunchtime and after work browsing.

Blackbird Leys District Centre

- 1.15 Blackbird Leys District Centre provides some small scale convenience retail facilities for the local community; however the stronger aspect is the range of community facilities including the leisure centre, swimming pools, community centre, library, college and public house. These collectively provide a strong heart for the local community; along with open space and playing fields. In the case particularly of the college and the pools, they also attract people from a much wider area to use their facilities.
- 1.16 Surveys showed that users of the Blackbird Leys District Centre expressed a strong preference for accessing the Cowley Centre for their comparison shopping rather than making the trip to the city centre, this emphasises the importance and role of the Cowley Centre Primary District Centre.
- 1.17 There are significant redevelopment opportunities at the Blackbird Leys District centre.

Areas of change

- 1.18 As well as the district centres there are other areas of the city where significant change is expected or best directed. These are discussed in Chapter 9 and each has a site allocation within it. The other areas of change are:
- 1.19 **Cowley Branch Line**
This area already contains the Oxford Business Park and Science Park and the BMW Mini plant. This area is suitable for intensification of employment uses and for new and increased density residential development.
- 1.20 **The Old Road area, Headington**
This has traditionally housed hospitals and more recently has become an important centre of medical research. There is increasing and extremely beneficial cross-over between research and medical practice. The long-term existence of hospitals in this area and their co-location also brings benefits in terms of there being an established infrastructure network. Therefore, this area is a key focus for new medical research facilities and medical use.
- 1.21 **Osney Mead and the West End**
This area to the west of the city centre provides the main opportunities for growth of the city centre and for growth in a central location of innovation and industry, particularly linked to the main university campus.
- 1.22 **Marston Road/Headington Hill**
This area contains some significant academic sites, including Oxford Brookes' Headington Hill campus and sites opposite and acquired by the Oxford Centre for Islamic Studies. The institutions have aspirations of growth at these sites, which needs to be managed carefully in this sensitive area.

There are significant redevelopment opportunities at the Blackbird Leys District centre.



1.23 Northern Gateway/Oxford North

This site has already been allocated and is the subject of the Northern Gateway Area Action Plan which remains part of the Oxford Development Plan alongside the Oxford Local Plan 2036. The AAP makes provision for 90,000m² of employment land (restricted to the science, research and development fields) and 500 new homes. This site will come forward for development during the Local Plan period and will have a significant impact on the supply of specialised employment floorspace and deliver one of the largest housing sites in the city. Therefore whilst it is not subject to an allocation in this Local Plan it will nonetheless constitute an area of change in the context of the vision for the city. Once built upon only the employment floorspace part of the scheme would be considered a Category 1 employment site under Policy E1 of this Local Plan. The Local Plan alters one element of the area covered by the AAP in relation to land at Pear Tree Farm. The allocation of Policy SP28 supersedes the AAP land use requirements for this specific element of the site. This relationship is shown on the Policies Map.

1.24 Barton

Similarly the Barton site, located in the north east of the city between Barton and Northway, is the subject of an Area Action Plan which forms part of the Oxford Development Plan. The AAP makes provision for up to 800 new homes, a primary school, some retail and associated uses. Outline permission has been granted to deliver 885 houses; work has commenced on the early phases of the development and whilst the site is not an allocation in this Local Plan its development over the plan period will also constitute an area of change in the context of the vision for the city.

Key elements of the Local Plan strategy

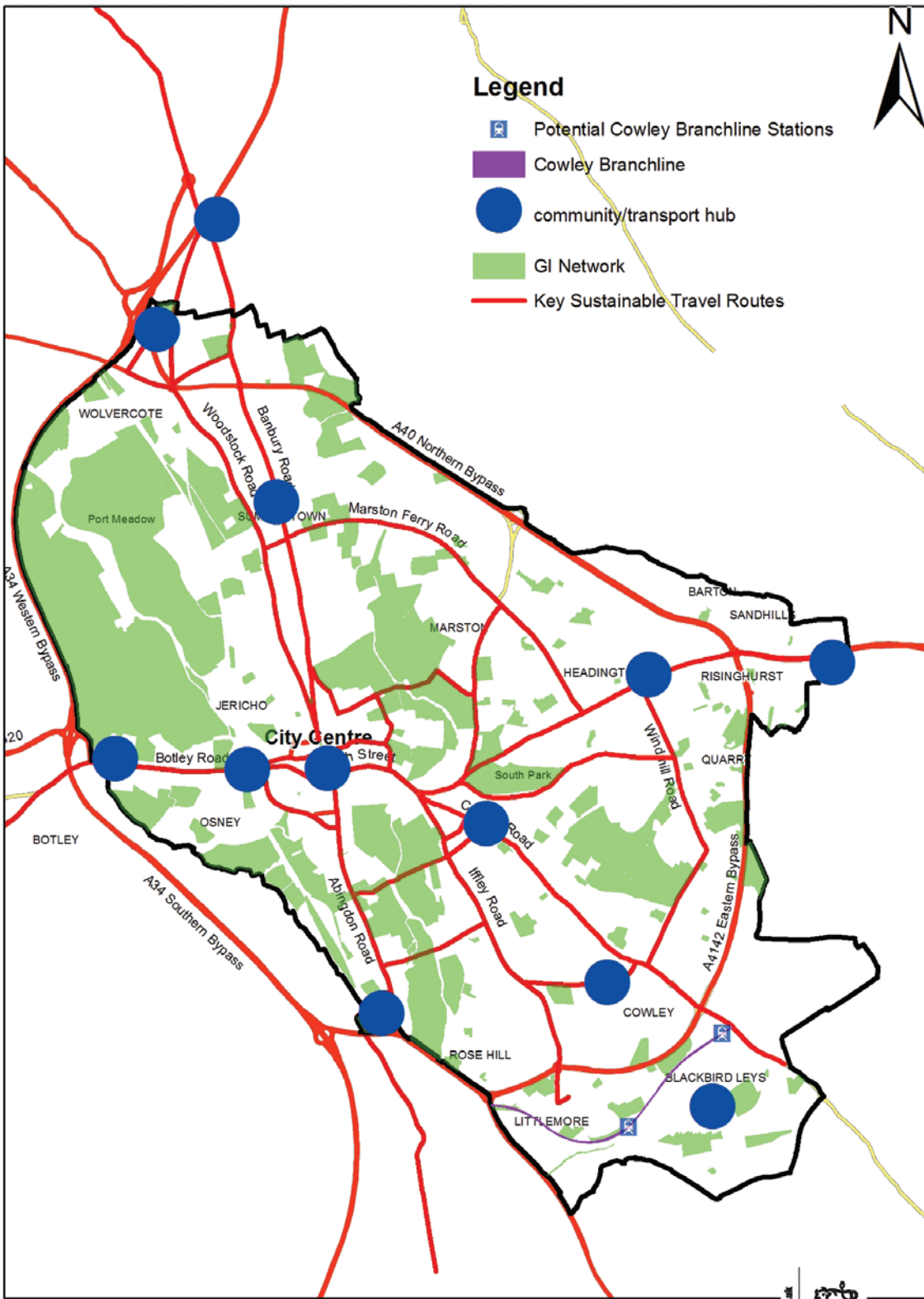
Building on Oxford's economic strengths and ensuring prosperity and opportunities for all

1.25 Objectives

- To build on Oxford's economic strengths as a global centre for research, learning and health care
- To remain at the heart of the Oxfordshire economy and an important net contributor to the national economy through its key strengths in the knowledge intensive businesses (such as education, health, science and technology) and as a leading environmentally sustainable city
- To reduce inequalities across Oxford, particularly in employment, health and education
- To provide a diverse range of employment opportunities to meet the needs of the city's businesses and residents, allowing Oxford to grow and function sustainably, and with a skilled workforce ready to fill the employment opportunities that arise

1.26 Oxford is in a fortunate and positive position, having a broad, diverse, active and growing economy. The Local Plan seeks to help support Oxford's role as a fast-growing city, generating economic growth for the local and national economy. The Local Plan **protects the most important employment sites**; however no new employment sites are identified. Instead the policy approach seeks to make the best use of all existing sites through **intensification and modernisation** to accommodate the forecast demand for new employment floorspace over the plan period.

Diagram 2: Spatial Strategy Diagram



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 Ordnance Survey 100019348.
 Scale: (A0)



- 1.27 Site allocations in Chapter 9 aim to ensure best use is made of important employment sites such as the Oxford Business Park and Science Park, as well as maximising the potential for health sites to diversify to provide linked research and development. Planned employment growth including that at Northern Gateway aims to ensure that the **forecasted economic growth** envisaged in the economic strategy, Housing and Growth Deal and the Local Industrial Strategy can be accommodated.
- 1.28 The city has one the **highest concentrations of knowledge intensive businesses** in the UK. It has the fastest growing and one of the best educated workforces in the country and is the main centre of research and spin-outs in the county. Oxford has real strengths in the knowledge economy. There is a wealth of research and development being undertaken directly and indirectly linked to the universities and medical research organisations. This has resulted in many other companies being attracted to the city owing to the quality of the workforce and clustering effect. The **Local Plan supports the growth of these sectors** and puts in place measures to manage the effects of success.
- 1.29 Whilst Oxford has real strengths in the knowledge economy, other B1 office uses and B2 industrial uses make an important contribution to the economy of Oxford, offering a range of employment opportunities for all residents. Through the use of employment site categories the plan seeks to balance these uses to ensure that this diverse employment base is maintained.
- 1.30 The Plan seeks to secure opportunities for local employment, training and businesses from large developments to share the benefits of growth. Due to the nature of most housing growth in Oxford through small scale sites, most school provision will need to be made by growing existing schools.
- 1.31 The Local Plan takes a clear approach to restrict the future growth of private colleges and language schools to ensure that land is available for more important uses to be developed such as housing and student accommodation for the universities or B1 office use.

A pleasant place to live, delivering housing with a mixed and balanced community

1.32 Objectives

- To deliver as much housing as possible whilst balancing other important needs of the city's residents and businesses
- To deliver affordable housing and ensure that it meets the requirements of those in need
- To plan for an appropriate mix of housing sizes, types and tenures to meet the needs of existing and future residents as far as possible

- 1.33 **Addressing the need for housing** is the number one priority of the City Council. The Council will make full use of the range of tools and mechanisms at its disposal to ensure housing is delivered to meet the needs of the city. In the Local Plan this has involved allocating or allowing for housing development on as many sites as possible including some that are greenfield land and Green Belt, as well as increasing densities and building heights where possible to make the most efficient use of land. The Local Plan places the greatest priority on the development of housing. The policy approach on site allocations has been to **allocate as many sites as possible for housing** where deliverable.

There is a wealth of research and development being undertaken directly and indirectly linked to the universities and medical research organisations.

- 1.34 There is not the capacity within Oxford's administrative boundary to meet all housing need. As far as possible, this need should be met within Oxford or very close to its boundaries, as this will enable new development to be connected to areas of employment and other facilities by sustainable modes of transport. Any urban extensions to Oxford will therefore be well integrated into the city and will maximise the benefit of existing infrastructure. The Oxfordshire districts have agreed to accommodate Oxford's unmet housing need (see paragraphs 3.10-3.11). Work has begun on the Joint Strategic Spatial Plan, The Oxfordshire Plan 2050, which will identify broad areas for the accommodation of growth in the next round of Local Plans.
- 1.35 In Oxford there is a chronic shortage of Affordable Housing which can take many forms. The Local Plan strongly supports the provision of housing that is affordable in perpetuity, that is permanently affordable. **Social rented housing is vital to provide homes for those in particular housing need** and the Local Plan continues to prioritise this.
- 1.36 The Local Plan introduces a new policy approach aimed at **helping key employers in the city to make housing provision to help meet the needs of their staff**. In recognition of the issues that employers face in recruiting and retaining staff due to the unaffordability of housing in the city, the Local Plan allows in some circumstances employers to meet their own need and add to the overall supply of housing in the city.
- 1.37 Provision of good quality, well managed student accommodation will continue to be required in Oxford. However it often competes for sites with general housing and a wide range of organisations seek to deliver it. The Local Plan therefore places **restrictions on the locations suitable for student accommodation and limits its occupancy to students at one of the two universities** on academic courses of over a year. This balance supports the two universities and continues the prioritisation of general housing.
- 1.38 Given the need and lack of affordability of housing in Oxford, it is important that innovative approaches to housing provision are pursued, to enable a broad range of supply. **Private rented housing is likely to be the most achievable option for many**. Ways to deliver this affordably so that attractive housing can be found for workers needed to support the functioning of the city's economy will be important. Shared housing, including co-housing and **new purpose built HMOs** will also be important ways to ensure delivery of new housing. While a small contributor to Oxford's overall housing provision, there is an increasing demand created by those choosing to live on our waterways. The Local Plan commits to protect existing provision and to explore opportunities to increase moorings and services.
- 1.39 The Local Plan seeks to ensure that developments are of a high quality and provide for their occupants needs into the future with the necessary flexibility as lifestyles, behaviours and technologies change. The Local Plan **incorporates the national space standards, the optional building regulation on accessible homes and standards for outdoor amenity space** to ensure that designs provide adequate space for occupants, maximise useable space and provide scope to adapt for future requirements.

The Council will make full use of the range of tools and mechanisms at its disposal to ensure housing is delivered to meet the needs of the city.



Making wise use of our limited resources and securing a good quality local environment

1.40 Objectives

- To achieve improved air quality and high levels of energy efficiency, renewable energy provision and water conservation, maximising Oxford's potential in low carbon technologies
- To ensure efficient use of land by seeking opportunities for facilities to be multi- functional and by maximising efficient use of scarce land
- To manage water flow and to help protect people and their property from the impacts of flooding
- To achieve significant progress towards its net zero greenhouse gas emissions aspiration across Oxford, with the City Council leading by example by continuing to reduce its own emissions and increase its use of renewable energy

1.41 The Local Plan recognises that **addressing climate change** is one of the core land use planning principles and the Local Plan contains policies to mitigate and adapt to climate change in line with the provisions and objectives of the Climate Change Act 2008.

1.42 New development is expected to **incorporate sustainable design and construction principles** of the highest environmental standards in order to reduce carbon emissions, conserve water, minimise waste and flood risk and also incorporate measure to enhance biodiversity.

1.43 The focus of new development will be on intensifying development on previously developed land. This consolidating approach to developing the city in the future is not only best practice but essential in a constrained urban environment like Oxford. The Plan will seek to identify sites that are underused for example with low-rise buildings and unused spaces, or in a use that does not make most efficient use of land, such as large surface-level car parks. The redevelopment of such sites will help to accommodate the development needs of the city in a sustainable and efficient way; locating new development alongside existing uses, facilities and public transport connections. Land is a finite resource and Oxford is particularly constrained. **Due to the limited amount of development space, intensification of uses on sites will be an important way to accommodate growth.** This will need to be delivered to a high quality and include consideration of density, indoor and outdoor space standards and heights.

1.44 A large area of the city is at some risk of flooding and a lot of development already exists in the high risk areas which do not incorporate features such as SuDS, which help to mimic the natural drainage arrangements of the site. The Local Plan policy approach is to allow very careful **re- development of existing brownfield sites in Flood Zone 3b to make the best use of existing sites in sustainable locations.** The flood alleviation scheme will help to convey water away from development infrastructure and help to reduce flooding in the most at risk areas.

1.45 The City Council wants to **promote strong, vibrant and healthy communities and reduce health inequalities.** Developments which help to deliver these aims will be supported. For major development the Council will require a HIA which would provide details of implementation and monitoring.

This consolidating approach to developing the city in the future is not only best practice but essential in a constrained urban environment like Oxford.

- 1.46 Most air pollution in Oxford comes from diesel and petrol powered modes of transport, although domestic and employment emissions will become more significant over the lifetime of the Plan. In addition to contributing to air pollution, transport also contributes to carbon emissions. The ability to reduce harmful emissions will depend on a variety of measures. These include **reducing the need to travel, promoting development that can be accessed by sustainable modes of travel such as walking and cycling, measures that discourage car use, such as minimizing public and private parking and providing infrastructure to support low emission vehicles and sustainable modes of travel, such as bike parking and electric charging points.** It is important in areas of poor air quality, that development is located and designed to minimize the potential negative impacts of air quality on its inhabitants in addition to ensuring the development itself does not contribute to air pollution.

Protecting and enhancing Oxford's green setting, open spaces and waterways

1.47 Objectives

- To protect and enhance a network of multi-functional green spaces and ensure easy access to high quality green space
- Enhance green spaces so they deliver multiple benefits to health and wellbeing, are rich in biodiversity, and help the city adapt to climate change

- 1.48 Green spaces are particularly valuable in a compact city such as Oxford, and will become more important with the population increasing. Oxford's waterways are a fundamental part of Oxford's character, landscape and setting. The green and blue network brings a multitude of benefits including environmental (biodiversity, water management and air quality) to social (wellbeing, heritage and sense of place) and economic (direct jobs, tourism and creating an attractive business environment). The Local Plan focuses on **ensuring that green spaces are as high- quality and as multi-functional as possible, with public access** particularly valued, as well as ensuring a network of green spaces connecting wildlife corridors and green accessible routes. **Along all of Oxford's waterways, new development that preserves these functions and in particular that enhances the recreational value, transport value and setting of these areas is to be encouraged.** This network will be protected and enhanced where possible and a positive approach to the sensitive development of residential and temporary visitor moorings adopted, in recognition of the contribution made to Oxford's housing supply by lawful opportunities to live on our waterways.

- 1.49 The most important sites and species for biodiversity and geodiversity will be protected. The City Council will require assessment of a proposals impact on biodiversity, where appropriate on-site mitigation measures and then compensation measures to off-set any loss. The Local Plan will seek to ensure a **net gain in biodiversity.**

- 1.50 The City Council considers that exceptional circumstances exist to justify a Green Belt boundary review due to the need to support Oxford's economic success and its dependence on the delivery of additional housing to meet housing need. This Local Plan de-designates 8 sites and allocates them largely for housing development. This Local Plan reiterates that **planning permission will not be granted for inappropriate development in the Green Belt.**

The City Council considers that exceptional circumstances exist to justify a Green Belt boundary review...



Enhancing Oxford's unique built environment

1.51 Objectives

- To preserve and enhance Oxford's exceptional built form with its legacy of archaeology and monuments, historic buildings, modern architecture, important views and distinctive townscape characteristics
- To ensure that all new development delivers a high quality of urban design, place making, architecture and public realm, integrating the built and historic environment with modern needs

1.52 New development in Oxford will be expected to be of a high design quality that respects and enhances the character and appearance of the area in which it is located and draws from this to create an individual character drawing on the context. Developments should be easy to understand and move through, be capable of adaptation for alternative uses, and help create an attractive and expanded public realm. This Local Plan identifies key areas for change where multiple sites in close proximity offer an opportunity to apply good placemaking principles on a wider scale.

1.53 Oxford's long history is reflected in its outstanding buildings and features. This vast number and wide range of historic assets is a real benefit and advantage to the city and it is fundamental to the national identity of the city. The Local Plan seeks to deliver new development in a way that respects and complements this rich history, the historic buildings, parks and gardens; waterways; conservation areas, archaeology and areas of distinct local character and townscape. The emphasis of the plan is on the proactive management of change, reflecting the city's capacity to move forward while preserving its irreplaceable heritage. New development should be of a quality that upholds the city's international reputation and adds the next layer of Oxford's future heritage.

1.54 There are important views of Oxford's world famous and unique skyline from within the city, from the surrounding meadows and hillsides and across the city. The views of the skyline of the historic centre are fundamentally important to Oxford and must be protected. Development of new higher buildings in the right locations is an important part of accommodating growth over the plan period. **New interventions in the historic skyline must make a positive contribution** if they are to be supported alongside views of Oxford's 'dreaming spires'.

1.55 The public's main experience of buildings is from streets and public spaces. This Plan puts in place a series of policies and approaches designed to **ensure that the quality of the public realm in Oxford is enhanced;** this includes requiring high quality safe design that creates attractive and pleasant spaces designed with the needs of all users and offering choice; adjusting the balance between road users in favour of pedestrians and cyclists and ensuring that street furniture and materials are attractive and will stand the test of time. It will be important in Oxford that the best use is made of every public space, particularly in the city centre and in the district centres where more development is anticipated. Opportunities for the creation of new public spaces, particularly in the city centre where people can gather socially and rest should be explored.

Ensuring efficient movement into and around the city

1.56 Objectives

- To ensure growth in the proportion of people walking and cycling to access jobs and facilities
- To provide enhanced facilities for walking and cycling, ensuring they are the primary modes for travel around the city
- To ensure walking and cycling routes are complemented with well managed and attractive public transport routes, and that car use is minimised

1.57 The approach of the Local Plan is to ensure that new development is located on established sustainable transport networks. The **spatial focus for new development that attracts large numbers of people is on district centres and the city centre**. This is to help ensure these developments are easily reached by sustainable means of travel and that linked trips are maximised. Reducing the need to travel into the city centre by locating facilities and services in district centres will relieve pressure on the arterial roads.

1.58 Walking is an essential component of almost all journeys and it has many advantages over other modes. Oxford's compact nature makes it a very walkable city. The spatial strategy expressed by the Local Plan **encourages walking because of the co-location of facilities, safeguarding of routes and connections** through new developments and positive design of the pedestrian environment.

1.59 Oxford's established cycling culture and the relatively compact and flat urban area mean that cycling levels are already high. The Local Plan seeks to encourage more cycling and in particular more people to cycle by providing for more safe cycle routes (especially off-road through development sites and parks, where appropriate) and more cycle parking and changing facilities.

1.60 Over the Plan period there are likely to be improvements to Oxford Rail Station, to the links with Oxford Parkway Station and the potential reopening of the Cowley branch line for passenger trains. The Local Plan recognises the opportunities these bring **and safeguards the land needed for new stations** and land needed for improvements to the line. The majority of public transport journeys in Oxford are made by bus, and so the City Council will work with the County Council and bus companies to **improve bus routes and facilitate bus rapid transit** as set out in the Oxford Transport Strategy, particularly where they improve accessibility or have public realm benefits.

1.61 Opportunities for successful car free housing and workplaces are high in Oxford because of the number of Controlled Parking Zones, the availability of walking and cycling routes, and excellent public transport options. The Local Plan (along with additional measures proposed through the Local Transport Plan) will effect a **reduction in the provision of residential and workplace parking** through improvements to alternative modes, parking restrictions and management measures, and the encouragement to redevelop car parks for higher value uses. Over the plan period it is anticipated that improvements in technology, the growth of the sharing economy and the attitude to car ownership are anticipated to enhance this approach.

The approach of the Local Plan is to ensure that new development is located on established sustainable transport networks.



- 1.62 Most air pollution in Oxford currently comes from diesel and petrol powered modes of transport. The Local Plan sets out and supports a variety of measures to reduce emissions and therefore improve air quality **including reducing the need to travel, promoting walking and cycling, discouraging car use through minimizing public and private parking and providing infrastructure to support low emission vehicles and sustainable modes of travel.** During the Plan period a City Centre Zero Emission Zone will be introduced in phases. In addition, **new development will be expected to provide electric charging points.**
- 1.63 Cycling in Oxford is an important and growing mode of transport. The City Council wishes to continue to **encourage this active and sustainable form of travel** and will seek to ensure that new developments provide secure and convenient cycle parking.

Providing communities with facilities and services and ensuring Oxford is a vibrant and enjoyable city to live in and visit

1.64 Objectives

- Promote district centres as the hubs for local community focus and identity, with transport interchange and activity and providing a range of social, leisure, sport and cultural facilities appropriate to Oxford's diverse communities alongside housing and employment opportunities
 - To ensure that development is supported by the appropriate infrastructure and community facilities
 - Maintain the regional role of Oxford city centre as a primary focus for shopping, employment, leisure and cultural activities, with district centres playing an increased and complementary role
- 1.65 Oxford has an established network of centres (see Spatial Strategy Diagram) with the city centre at the heart supported by the district centres. The strategy of the Local Plan is **for district centres to play an extended role in accommodating growth and developing their function as 'hubs' for the local communities.** This approach offers the opportunity to provide facilities more locally for communities, reducing the need to travel and easing the pressure on the City Centre. The Local Plan seeks to build on the strengths of each of the district centres (whether that is a focus on employment, community facilities, retail or the evening economy for example) and the opportunities they provide for public transport connections and provision of other infrastructure and facilities.
- 1.66 The Local Plan also makes provision for **district centres to play an enhanced role in accommodating a wide range of town centre uses** complementing those provided in the City Centre. Whilst the city and district centres will still play an important role in providing the city's retail facilities (in the shopping frontages), changing shopping patterns and the need to locate a wide range of facilities in accessible locations means that the Local Plan provides for a move away from the traditional retail focus to a new approach for the high street with increased employment, entertainment and cultural uses and more housing developed on the upper levels and outside of the core shopping frontages.
- 1.67 Tourism is an important element of Oxford's economy. The city is world famous and attracts an increasing number of visitors and overnight stays; it is a top ten destination of the national tourism industry. The Local Plan seeks to **manage the negative impacts of day visitors** through the

Oxford has an established network of centres... with the city centre at the heart supported by the district centres.

management of coaches and congestion of the arterial roads and public realm of the city centre; **and encourage tourists to stay longer** through granting permission for short-stay accommodation and tourist attractions in locations where they are easily accessible through sustainable modes and where they can be good neighbours.

- 1.68 Oxford has a rich infrastructure of cultural and social activities and venues, from theatres, museums, cinemas, galleries, sports and music venues to restaurants and pubs. These uses help to **keep the centres vibrant and active and add greatly to the local quality of life**. The Local Plan seeks to encourage the development of the uses within the city and district centres and **protect them from being lost through redevelopment to other higher land value uses**.
- 1.69 A wide range of community, leisure, sport, recreation and cultural facilities appropriate to Oxford's diverse communities are supported. The Local Plan seeks to **retain existing facilities, unless suitable and accessible alternatives are proposed**. New facilities that support the growth of the city and enhance its sustainability, such as state schools, primary healthcare facilities and community centres will be supported; **new development that actively supports and sustains community wellbeing** is to be welcomed.
- 1.70 The scale of housing need in Oxford is so large that even if every site came forward for housing, we would still not satisfy it. A similar challenge exists for economic development; there are many and diverse needs and pressures on the city. A strong and healthy city is characterised by its ability to cater for the needs of its residents, workers and visitors. Given this it is important to allocate or protect sites for employment, retail, education, health, recreation and a range of other uses alongside those for housing. The Local Plan seeks to **strike the right balance** between providing for these competing uses whilst making as much significant progress towards accommodating more homes.

New facilities that support the growth of the city and enhance its sustainability, such as state schools, primary healthcare facilities and community centres will be supported...

Delivering the Strategy

- 1.71 In order to deliver the Vision for Oxford 2036, the spatial strategy and plan objectives, the provision of infrastructure will need to be funded and delivered in a timely manner to support development.
- 1.72 It is important to ensure that roads, local services and facilities can cope with the increased demand resulting from the new development proposed to deliver the spatial strategy, objectives and the vision for Oxford 2036. Effective demand management, (for example, SMART metering and other mechanisms for managing the demand for energy and water efficiency, and travel planning), and making better use of existing infrastructure, will play an important part in supporting the delivery of new development required to deliver the spatial strategy for Oxford in 2036.
- 1.73 Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. New development should also make best use of infrastructure demand management. In some cases, the cumulative impact of individual applications may be considered when assessing infrastructure requirements, taking account of other planning obligations such as affordable housing. Contributions from a particular development will be fairly and reasonably related in scale and kind to the contribution to the cumulative impact from the relevant scheme; and if necessary address any immediate unacceptable short term problems.

- 1.74 The Community Infrastructure Levy (CIL) is a tariff in the form of a standard charge on new development, which Oxford, as a CIL Charging Authority, sets to help the funding of infrastructure. The principle behind CIL is for those who benefit financially from a planning permission to pay towards the cost of funding the infrastructure needed to support development. Since most development has some impact on infrastructure, it follows that it should contribute to the cost of providing or improving infrastructure.

Policy S2: Development Contributions

Physical, social and green infrastructure and provision for its maintenance may be required to support new development. The City Council will, where appropriate, seek to secure such measures by means of planning obligations, conditions attached to a planning permission, funding through the Council's Community Infrastructure Levy (CIL) or other mechanisms.

2. Building on Oxford's economic strengths and ensuring prosperity and opportunities for all

Oxford is home to a third of the county's jobs and the city is a focal point for higher education, research and science and an important centre for retail and tourism. Oxford's buoyant economy presents challenges in ensuring that an adequate supply of labour, housing and infrastructure continues to keep pace with employment growth over the long-term. Sustainable growth needs to be achieved whilst ensuring the city's unique heritage and high quality environment is protected.

The city's local economic performance and aspirations are set within a wider sub-regional and national context which influence some of the city's economic aspirations and plans. The Oxfordshire Strategic Economic Plan (March 2017) sets out the long term vision and ambitions for economic growth in the county. The overall vision is that by 2030 "Oxfordshire will be recognised as a vibrant, sustainable, inclusive world leading economy, driven by innovation, enterprise and research intelligence." The Local Industrial Strategy (LIS) positions Oxfordshire and Oxford as one of the top three clusters in the world for a number of technologies. The National Infrastructure Commission report on the potential of the Oxford-Milton Keynes-Cambridge Growth Corridor and the announcement of the Oxfordshire Housing and Growth Deal with the government recognises the importance of Oxfordshire's knowledge intensive economy with its two universities and many associated research institutions.

A prosperous city with opportunities for all



A centre for learning, knowledge and innovation



i. Employment Land Assessment

- 2.1 The Employment Land Assessment (2018) looked at the whole range of employment sites across the city and assessed them against criteria including access and location, quality of buildings and environment, neighbourliness and others. The ELA forecast that between 2016 and 2036 there is a need for 135,004m² of additional employment floorspace:
 - total projected demand for new B1A/B/C floorspace of 113,535m²; and
 - projected demand for B2/B8 floorspace of 21,470m²
- 2.2 The report concluded that the majority of employment demand during the plan period will be for B1 floorspace. This reflects the findings from previous economic studies and the views of property agents secured through the assessment.
- 2.3 The need for more employment floorspace over the plan period emphasises the strong need to protect existing employment sites. Oxford is a very tightly constrained city and the competing demands on the limited land supply are strong, not least for housing. The Development Plan includes

one additional employment site at Northern Gateway, as detailed in the Northern Gateway Area Action Plan. Additional employment land could be provided through the intensification of uses at existing employment sites including Osney Mead, Unipart, and the BMW Mini plant. There is some remaining land allocated for employment uses at both Oxford Business Park and the Science Park.

- 2.4 The pressure on employment sites to be lost to other uses is high, and once lost, they rarely revert back to their original use. Oxford City Council introduced an Article 4 Direction which removes the permitted development right to change employment floorspace to residential use on Key Protected Employment Sites. This means that such proposals now require planning permission. The City Council intends to modify the Article 4 Direction to reflect the policies in this Plan on adoption.
- 2.5 Existing employment sites which are not performing well or which make inefficient use of land will be encouraged to modernise, to better utilise the space. In some limited circumstances, such sites which will also be considered for alternative uses. As such, the Local Plan sets out a hierarchical approach to employment categories, stating how existing employment sites will be supported to ensure appropriate levels of protection and intensification. The sites range from Category 1 and 2 sites, which are afforded most protection, to Category 3 and B8 uses which have more flexibility and potential to be released from employment uses for other purposes to ensure the best use of land. The policy also provides flexibility to ensure start-up and incubator businesses are supported throughout the hierarchy.

Existing employment sites which are not performing well or which make inefficient use of land will be encouraged to modernise

Employment sites

- 2.6 Category 1 sites are nationally and regionally important to the knowledge economy or are significant employers or sectors in Oxford, primarily B1 (office) and B2 (industrial) uses with some B8 uses. Many of these sites are large, and they often include a range of uses. Examples include important hospital and university research sites, hi-tech manufacturing, bio-engineering companies and the BMW Mini plant.
- 2.7 Category 2 sites provide local services and often include a mix of B1 and B2 uses¹. These sites have been assessed in the Employment Land Assessment against set criteria and identified as performing well and having long-term potential for employment uses. They provide a valuable employment contribution and important supporting infrastructure for the larger employment uses in Oxford. These businesses meet local needs and are less likely to be found on Oxford's large employment sites. They may offer skilled manual work and lower skilled jobs which are important to delivering a diverse range of employment opportunities, and local services in Oxford.
- 2.8 Oxford's significant contribution to the local, regional and national economy means that it is important to protect Category 1 and 2 sites, both for their current role in Oxford's economy and because of their potential for intensification, which would help to meet the demand for new employment space and respond to any future development requirements and technological change. Equally it is important that there is some flexibility within the policy to allow for potential changes in circumstance, and to ensure the strongest employment base possible, which will sometimes rely on the ability to develop supporting uses. For this reason, the policies include some criteria to allow consideration of development of other some other uses on Category 1 and 2 employment sites in particular circumstances.

¹B-class uses are defined by the Town and County Planning (Use Classes) Order 1987 and include office, research and development, light industry, general industry, warehouse and distribution

- 2.9 Category 3 sites mainly comprise smaller sites and those not performing as well as Category 2 sites, for example because they are not as well located, or because they do not perform such an important economic function, nor are likely to be able to in the future. Should these sites become available for redevelopment, they should be considered for housing in order to help deliver the broader aims and strategy of this Local Plan.
- 2.10 B8 warehousing uses can be helpful in supporting local employers in sectors such as manufacturing. However they typically have a low job density and do not make efficient use of land which is particularly important given the shortage of land in Oxford. Some B8 uses are essential for Oxford to ensure that important employers are able to maintain their supply chain; for example with BMW-Mini/Unipart. New B8 uses will only be allowed in exceptional circumstances where there is a specific link to a Category 1 site.

Policy E1: Employment sites

Intensification of uses:

Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects.

Employment categories:

Category 1 and 2 employment sites are listed in Appendix 2.1 and 2.2, and Category 1 employment sites are shown on the Policies Map. All other employment sites are Category 3 employment sites.

Category 1 sites

Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:

- a) residential development for staff linked to the employer (where this is permitted under Policy H3); or
- b) other complementary uses that support the successful economic function of the site.
- c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.

Category 2 sites

Planning permission will not be granted for development that results in the loss of employment floorspace on Category 2 sites, except where:

- d) the redevelopment creates new housing or community use; and
- e) the number of employees in B class uses on the site when the site was at full capacity is retained; and
- f) more efficient use of land can be demonstrated.

Category 3 sites

Proposals for residential development on Category 3 employment sites will be assessed by a balanced judgement which will take into account the following objectives:

- g) the desirability of meeting as much housing need as possible in sustainable locations within the city;
- h) the need to avoid loss of or significant harm to the continued operation or integrity of successful, and/or locally-useful, or high-employment businesses and employment sites, and to avoid impairing business operations through the juxtaposition of incompatible residential uses;
- i) the essential importance of creating satisfactory residential living conditions and a pleasant residential environment with a sense of place, connected by safe walking routes to shops, schools, open space, community facilities and public transport; and
- j) the desirability of achieving environmental improvements such as remediation, planting, biodiversity gains, sustainable development forms, improvements in highway conditions and the improvement of living conditions for existing residents.

Approach to B8 uses and car showrooms in Oxford

Planning permission will only be granted for new or expanded B8 uses (on any category site), where it can be shown that the B8 use is essential to support the operational requirements of a Category 1 employment site but not otherwise. Planning permission will also be granted for the loss of B8 space (on any category site) where it is not essential to support a Category 1 employment site.

Planning permission will be granted for redevelopment of an existing car showroom for housing where the site is considered suitable for such an alternative use.

In all cases the suitability of the proposed use will be assessed against the site specific circumstances.

ii. Teaching and research

- 2.11 The success of Oxford's economy is shaped by the presence of its two universities; The University of Oxford and Oxford Brookes University. In addition and linked to this, Oxford is also a major centre for teaching hospitals and home to a number of acute and specialist medical research organisations. This benefits the city's economy in a number of ways: its research capabilities, the ready supply of graduates and clustering effect mean that Oxford is an attractive location for a range of companies, and it is also in a position to foster home-grown spin-off businesses.
- 2.12 The world renowned University of Oxford is ranked first in the Times Higher Education World University Rankings 2018². It has around 13,000 employees³ (not including those employed solely by the colleges or by Oxford University Press or casual workers). Oxford Brookes University is the highest placed UK institution in the 2018 QS rankings of world universities under 50 years old and has earned recognition for the quality of a large number of its teaching areas⁴. Oxford Brookes employs 2,800 full-time equivalent staff⁵.

²www.timeshighereducation.com/world-university-rankings/2018/world-ranking#survey-answer

³www.ox.ac.uk/about/facts-and-figures/staff-numbers?wssl=1

⁴www.topuniversities.com/university-rankings/top-50-under-50/2018

⁵www.brookes.ac.uk/about/brookes/at-a-glance

- 2.13 Thus the two universities have a significant economic impact on the city as direct employers, purchasers of goods and services, hosts to over 30,000 students and in the research and development opportunities that they facilitate and inspire.
- 2.14 Oxford's cluster of medical research organisations and facilities together employ around 17,000 people or 13% of Oxford's total workforce. These assets link closely with healthcare research undertaken at the universities who both have plans to expand medical and clinical research, thus creating more opportunity for discovery and growth. The health sector in Oxford is a catalyst for the wider region's biotechnology sector which in 2017 comprised 163 companies of which 49⁶ were based in Oxford. Oxford has numerous strengths in particular biotechnology subsectors, including drug discovery and development, diagnostics, medical technology and imaging.
- 2.15 The City Council is committed to supporting the sustainable growth of the two universities and thus maximising the related economic, social and cultural benefits which they bring to Oxford. Due to the limited availability of land and the competing demands for development sites in the city, it is important that the universities are encouraged to focus growth on their own sites; both institutions have indicated that they have the potential to deliver more of their own needs through redevelopment. In addition to the universities and schools in Oxford, the city also has a large and established market in other forms of education provision; the Oxford name attracts potential students from across the world. There are a large number and wide range of language schools and private colleges in Oxford. It is important that the growth and impacts of these educational institutions is managed, in particular any associated growth in student accommodation (see Policy H8: Provision of new student accommodation and Policy H9: Linking the delivery of new university academic facilities to the delivery of university provided residential accommodation). Unchecked growth in student numbers without provision of student accommodation would have a detrimental impact on the availability and price of homes for the general population. The policy requires that any additional student accommodation need created is matched by a corresponding provision of suitable student accommodation. This will not necessarily be purpose built student accommodation; use of university accommodation out of term time and homestay accommodation may also be suitable for some institutions.
- 2.16 Policies relating to the development of the hospital and university sites should be read in conjunction with the relevant site policies in Chapter 9 of this Local Plan.

⁶ Nomis April 2018

Policy E2: Teaching and research

Planning permission will be granted to support the growth of the hospitals, through the redevelopment and intensification of their sites in Headington as set out in the site allocations, including to increase their teaching and research function.

Applications for all new education, teaching and academic institutional proposals (other than the expansion of schools providing statutory education) should clearly demonstrate how they support the objectives of and accord with the wider policies of this development plan.

Planning permission will only be granted for new or additional academic or administrative floorspace for educational institutions if it can be demonstrated that Policy H9 is met or, where this policy does not apply, that a suitable form of student accommodation for all students will be provided, with controls in place to ensure that the provision of accommodation is in step with the expansion of student places.

In particular, planning permission will be granted to support the growth of the University of Oxford through the redevelopment and intensification of academic and administrative floorspace on existing University of Oxford and college sites.

Planning permission will be granted to support the growth of Oxford Brookes University through the redevelopment and intensification of academic and administrative floorspace on their existing sites at Headington Hill and Gipsy Lane.

iii. Securing opportunities for local employment, training and businesses

- 2.17 New development offers a significant opportunity to secure real benefits for the local community beyond those directly related to the use provided. The construction phase of a development offers the chance for local people to be employed in the building industry; Employment and Skills Plans (ESPs) can make provision for example for apprenticeships and training or links to local schools and colleges.
- 2.18 The City Council is keen to make sure that every opportunity to secure community employment training and procurement benefits from new development is explored and pursued where possible. Thus, applicants are encouraged to submit an ESP alongside all major development proposals. ESPs should be employer-led and the approach taken will vary according to the size of the scheme, the type of development, and the long-term ownership/ management regime. Employment and Skills Plans have an important role in securing the opportunities that arise from new development. The level of detail and commitment to such social clauses will vary according to the scale and type of development.

3. A pleasant place to live, delivering housing with a mixed and balanced community

It is important we try to provide for all types of household needs and circumstances, including families, single people, the elderly and those with special needs. Good quality, affordable housing helps enable stable and secure family lives. We can be healthier and happier if we have decent homes close to schools, healthcare and transport links. Good housing can improve our social, environmental and economic well-being. It helps create stronger communities that can attract investment and skilled workers.

Part 1: Meeting housing needs

i. The scale of new housing provision

- 3.1 To support the Government's objective of significantly boosting the supply of homes (as stated in the NPPF), it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 3.2 This Plan has clear strategic objectives that aim to create mixed and balanced communities, both across Oxford and at a more local level, within the overall priority of delivering new homes. The City Council will plan to encourage a range of tenancies and household types, with no one group being dominant over others. This helps to build sustainable, lifetime communities. Within this context, policies identify the size, type and tenure of homes required for different groups in the community (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, people who rent their homes and people wishing to commission or build their own homes).
- 3.3 The City Council has taken some difficult decisions and made some bold choices in drafting the policies of this Plan prioritising the delivery of housing whilst striking an appropriate balance with the other needs of a sustainable city. A comprehensive approach has been taken to identifying all possible deliverable sites for development. In this Plan the City Council has carefully considered the contribution that new policies on building heights, increased density, open spaces, parking levels and others can make to maximising the efficient use of land available for housing. The housing target is a minimum rather than maximum number of units. Where proposals are presented for housing development on unallocated brownfield sites, the City Council will take a positive approach, applying the presumption in favour of sustainable development (Policy S1).

A strong
community



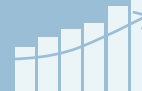
A healthy place



An enjoyable city
to live in and visit



A prosperous city
with opportunities
for all



The scale of new housing need

- 3.4 The urgent need for more homes and the constrained supply in Oxford is well documented and frequently features in the press and research studies⁷. The constrained housing supply and increasing unaffordability of homes in Oxford have significant sustainability impacts for those living and working in the City. Housing provision is a key determinant in attracting and retaining people to support the economy of the city, and the wider region. The current shortage of housing in Oxford also has environmental and social impacts, such as the congestion on roads around the city caused by employees travelling into the city to work, and the disconnection of networks of family and friends as people move to more affordable areas to live.
- 3.5 The main evidence for housing need in Oxford continues to be the Oxfordshire Strategic Housing Market Assessment (SHMA) which was commissioned by the six Oxfordshire local authorities. This partnership of the 5 District Councils and the County Council forms the Oxfordshire Growth Board. The SHMA identifies the overall scale of housing need, as well as the mix of housing and range of tenures which the local population is likely to need in the 20 year period to 2031. It considers household and population projections, taking account of migration and demographic change. It also addresses the need for all types of housing, including affordable housing needs, and the needs of different groups in the community. The SHMA brings this information together to identify the 'objectively assessed need' (OAN) for each district within the 'housing market area'.
- 3.6 The Oxfordshire SHMA 2014 covers the period until 2031, so a roll-forward was commissioned by the City Council in order to understand housing need to 2036. The SHMA roll-forward has used the same methodology as the previous SHMA, but has used the most up-to-date household forecasts and has re-calculated the implications of economic growth. A new calculation of housing need based on the Government's standard methodology set out in 'Planning for the Right Homes in the Right Places: Consultation Proposals' (2017) was not undertaken for a number of reasons. It is considered that exceptional circumstances justified the use of an alternative approach, as allowed for in the NPPF (paragraph 60). In particular all Oxfordshire Councils in this current round of local plans are working to deliver the housing need identified in the 2014 SHMA and it is important that Oxford's Plan is consistent with the plans prepared and made by other Councils, and that the preparation and adoption of the Plan is not delayed. Moreover, the Councils have received Growth Deal funding to deliver these homes. The SHMA roll-forward has reflected current and future demographic trends and market signals, which reflect Oxford's particularly young and dynamic population demographic.
- 3.7 The 2018 SHMA roll-forward to 2036 found that, in order to meet Oxford's affordable housing need in full, based on a policy of 50% delivery of affordable housing, 1,356 dwellings per annum would be required. As identified above, affordability is a critical factor for Oxford. The Oxfordshire Housing and Growth Deal with Government, signed by all of the local authorities in Oxfordshire in February 2018, commits the Oxfordshire authorities to work together to deliver 100,000 homes in the 20 year period to 2031. The assumption built in to this overall figure was that 1,400 dwellings per annum were identified as required in Oxford to 2031. Therefore, the housing target remains as it was in the 2014 SHMA, namely 1,400 per annum. Furthermore, in Autumn 2017 the National Infrastructure Commissions (NIC) work on the Oxford – Milton Keynes –

The main evidence for housing need in Oxford continues to be the Oxfordshire Strategic Housing Market Assessment (SHMA)...

⁷Eg Cities Outlook 2018, Centre for Cities: www.centreforcities.org/wp-content/uploads/2018/01/18-01-12-Final-Full-Cities-Outlook-2018.pdf

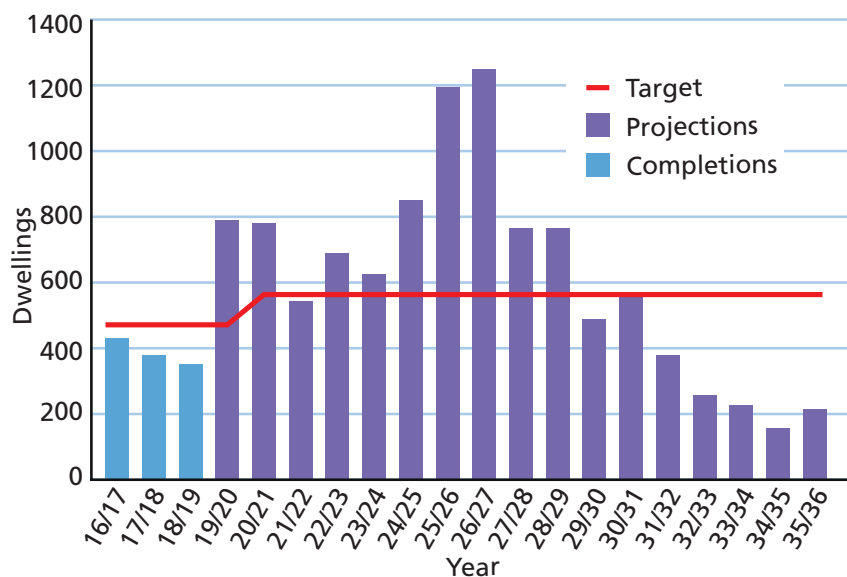
Cambridge corridor was published⁸. This report identified the important economic potential of the corridor and its constituent clusters and the need for an additional 1 million new homes along the corridor to be provided in the period to 2050. The NPPF says that the NIC recommendations and the government’s response to them will be a material consideration in future planning decisions. The housing which is being planned for through this Local Plan is important in contributing to meeting the target for the corridor.

Setting a capacity-based housing requirement

3.8 The need for new homes for Oxford over the plan period to meet affordable housing need and the commitments of the growth deal is much higher than the city can realistically accommodate within its administrative boundaries. There are very significant constraints on the capacity of the city – physically with the city’s tight administrative boundary and Green Belt, and environmentally with large areas of national or international biodiversity interest and areas within flood zone 3b functional flood plain, as well as heritage and townscape considerations. The Oxford Housing and Economic Land Availability Assessment (HELAA) assesses the availability, suitability and likely economic viability of land to meet the identified need for housing over the plan period.

⁸ Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc, National Infrastructure Commission

Diagram 3: Housing Trajectory 2016-2036



3.9 In recognition of these significant constraints and limitations Oxford City Council has taken the pragmatic and realistic decision, in consultation with neighbouring authorities, to set a capacity- based housing requirement. This rolls-forward the prior recognition by Inspectors for the previous Oxford Local Plan 2001-2016, and the Oxford Core Strategy, which both used a constraint and capacity-based target. As such this Plan sets a capacity based housing requirement. This provides for a minimum housing requirement of 10,884 new homes to be delivered by 2036. This reflects the capacity and availability of land/sites in the city, the need to provide for a mix of homes to support the growth of sustainable communities, the need to provide land for other essential uses (such as employment, retail, health and education facilities, and other community and leisure facilities) and the need to respect the historic, built, and natural environment of the city. A 10% discount has also been applied to the total capacity figure calculated in the HELAA to reflect historic rates of non-delivery of sites.



Managing Oxford's unmet housing need

- 3.10 In 2016 the Oxfordshire Growth Board confirmed that Oxford was unable to meet its proportion of the SHMA figures due to the constrained nature of Oxford. For Oxford the OAN in the 2014 SHMA is a range of between 24,000 to 32,000 additional new homes required for the period 2011 to 2031 (or 1200 to 1600 per year). The approach taken by the Oxfordshire Growth Board was that the mid-point of this range should be taken as the starting point for assessing the level of need and unmet need (i.e. 28,000). Based upon extensive evidence, the Oxfordshire Growth Board agreed an apportionment of homes to be provided within each of the districts. This agreement was signed by all but one of the district councils. The assumed capacity for Oxford was 10,000 dwellings.
- 3.11 The Local Plans for the other Oxfordshire districts are delivering 14,300 dwellings to meet Oxford's unmet need, as follows:

Cherwell Local Plan Partial Review: Oxford's unmet needs	4,400 (Plan submitted March 2018 Examination Autumn 2018)
South Oxfordshire Local Plan 2033	4,950 (Plan submitted March 2019)
Vale of White Horse Local Plan Part 2	2,200 (Examination July 2018)
West Oxfordshire Local Plan	2,750 (Adopted September 2018)
Total provision towards Oxford's unmet needs by 2031	14,300

- 3.12 The Oxfordshire authorities have committed to producing a new Joint Statutory Spatial Plan (JSSP) for Oxfordshire for the period to 2050. The JSSP will provide the strategic planning framework for Oxfordshire and will be submitted for examination by March 2020. The JSSP will deal with the key strategic planning matters for Oxfordshire; it will deal with the key elements relating to housing and economic growth needs and the infrastructure to support it. This will include dealing with any objectively assessed housing need from Oxford in the period 2031-50 which cannot be met within Oxford's administrative boundary, and the apportionment of homes provided in other districts.

Policy H1: The scale of new housing provision

Provision will be made for at least 10,884 new homes to be built in Oxford over the plan period 2016-2036. To reflect anticipated delivery over the plan period the housing requirement per annum reflects a stepped trajectory, as follows:

- 2016/17 to 2020/21: 475 dpa
- 2021/22 to 2035/36: 567 dpa

This will be achieved by:

- a) making site allocations in this Plan (see Chapter 9 site allocations); and
- b) promoting the efficient use and development of land/sites, including higher densities and building heights in appropriate locations (see Chapter 6 on Heritage and Design); and
- c) ensuring that all new housing developments contribute to the creation and/or maintenance of mixed and balanced communities.

ii. Delivering affordable homes

- 3.13 The provision of affordable homes is a key element of creating and maintaining mixed and balanced communities. One of the biggest issues facing residents in Oxford is the unaffordability of homes, to rent or to buy. Oxford is one of the least affordable places in the country, resulting from a combination of high land values, reducing land availability, and a shortage of homes. This means that housing is so expensive in absolute terms and compared to average salaries, that many people are priced out of the market. As such, delivering housing that is affordable in Oxford is a key priority of the City Council to help ensure that Oxford is a sustainable and inclusive city.
- 3.14 Social rent (the most discounted form of affordable housing to rent) is the only option for many people. It is also the form of housing targeted to those in greatest housing need. If this option is unavailable, people who are unable to afford alternative tenures may resort to living in sub-standard or overcrowded housing conditions, or may have to move out of the city altogether in order to find more suitable and affordable accommodation. For this reason, of the 50% affordable housing requirement, 40% is expected to be social rented housing.
- 3.15 The delivery of genuinely affordable housing has long been a priority of the City Council. In successive Plans the City Council has adopted a series of policies that require the delivery of a high percentage of affordable housing on site from larger schemes, and requires contributions towards the cost of delivering affordable housing on smaller sites and from commercial development. Monitoring shows that the City Council has been successful in securing delivery of affordable homes through these mechanisms⁹.
- 3.16 Securing new affordable housing on sites as part of larger developments is one way that homes can be provided. The Council will therefore seek that on residential development sites of 10 or more units, a proportion of affordable housing is provided on-site. For residential uses where onsite

⁹ AMR https://www.oxford.gov.uk/info/20067/planning_policy/746/annual_monitoring_report



Affordable rent in Oxford exceeds Local Housing Allowance levels and cannot be considered genuinely affordable in Oxford.

provision may not be appropriate (e.g. student accommodation) then a financial contribution will be sought, which will be secured through a planning condition. This requirement is exempted for university campus sites and for redevelopment of existing purpose-built student accommodation that is currently and will continue to be owned and/or managed by the universities. This is in recognition of the onus placed on the universities by Policy H9 and also in recognition of the character of the campus sites themselves where the provision of student housing is directly connected with academic and teaching activity and will not impair provision of market or affordable housing.

- 3.17 Affordable housing must be truly affordable to those that need it. The Government defines affordable housing as comprising social rent, affordable rented, and intermediate housing (such as shared ownership, starter homes and rent to buy) provided to eligible households whose needs are not met by the open market. However the high land values and the affordability gap in Oxford is so extreme that many of the models used elsewhere for making housing more affordable, do not achieve genuine affordability for people looking to rent or to buy in Oxford. The Housing Tenancy Strategy¹⁰ looks at overall earnings and tenure costs in Oxford. The benchmark for affordability in this study is that rent and/or mortgage costs should be 35% or less of net household income. Some affordable home ownership models may not be affordable in Oxford or may only benefit a very small portion of households. The Government's definition of affordable rent is 80% of market rents. Affordable rent in Oxford exceeds Local Housing Allowance levels and cannot be considered genuinely affordable in Oxford. In Oxford, to achieve genuine affordability as set out in the Housing Tenancy Strategy, rents would need to be further reduced from 80% of market rents. Of the 50% affordable housing requirement, 10% is expected to be intermediate housing that is genuinely affordable in Oxford.

¹⁰Tenancy Strategy 2018-2023- Appendix C to be updated annually

Policy H2: Delivering affordable homes

Planning permission will only be granted for residential development if affordable homes are provided in accordance with the following criteria:

- a) On self-contained residential developments (C2 and C3, including retirement homes, sheltered housing, but excluding student accommodation and employer-linked housing) where sites* have a capacity for 10 or more homes (gross) or exceed 0.5 ha, a minimum of 50% of units on a site should be provided as homes that are truly affordable in the context of the Oxford housing market (defined in the Glossary). At least 40% of the overall number of units on a site should be provided as on-site social rented dwellings. The remaining element of the affordable housing may be provided as intermediate forms of housing provided that they are affordable in the Oxford market. The affordable homes must be provided as part of the same development ("on-site") to ensure a balanced community. Where affordable housing is provided onsite it should incorporate a mix of unit sizes (see Policy H4 on housing mix).

* site area includes everything within the red line boundary of the planning application, which may include existing properties which are being materially altered.

- b) For new student accommodation of 25 or more student units (or 10 or more self-contained student units), a financial contribution should be secured towards delivering affordable housing elsewhere in Oxford. The contribution will be calculated using the formula in Appendix 3.2. The contribution will be required only from the number of units creating a net gain. Alternatively, the affordable housing contribution can be provided on-site where both the City Council and the applicant agree that this provision is appropriate. For mixed-use developments of student accommodation with general housing a pro-rata approach will be used to determine whether a contribution is required, and how much this should be.

Contributions towards affordable housing provision from new student accommodation will not be sought where:

- i) The proposal is within an existing or proposed student campus site, as defined in the glossary; or
- ii) The proposal is for redevelopment of an existing purpose-built student accommodation site which at the date of adoption of the Plan is owned by a university and which will continue to be owned by a university to meet the accommodation needs of its students.

If an applicant can demonstrate particular circumstances that justify the need for a viability assessment, and through an open book exercise demonstrate the affordable housing requirement to be unviable, a



cascade approach should be worked through with the City Council until development is viable, as set out in Appendix 3.3.

Across all types of development, where the number of dwellings proposed falls below the relevant thresholds set out above to require affordable housing, the Council will consider whether or not the site reasonably has capacity to provide the number of dwellings that would trigger a requirement to make a contribution towards affordable housing. This is to ensure that developers may not circumvent the policy requirement by artificially subdividing sites or an inefficient use of land.

This policy will apply to all types of residential development including conversions and changes of use.

* See Appendix 3.3 for more details

iii. Employer-linked affordable housing

- 3.18 Employers in Oxford are facing significant challenges in recruiting and retaining staff as a result of the lack of availability and affordability of housing. There is not only a shortage of homes in Oxford, but a shortage of homes that are affordable to local people working in Oxford. Many of these workers are unable to afford market housing or even private rented accommodation in the City. Many people find themselves living outside of Oxford with expensive and time consuming commutes into the city, or living in shared accommodation in Oxford that is too small for their needs. People are discouraged from taking jobs in Oxford if they cannot afford to live close enough to their place of work. People with no option but to rent a room in a house-share prevents them from moving on with their lives with a partner or family.
- 3.19 As a result many employers, including critical services such as the NHS, are having recruitment and retention difficulties. Assisting employers based in Oxford with recruitment and retention problems would support the Local Plan objectives in three ways: economic (productivity of the employer and local investment); housing (provision of affordable housing); and sustainability (opportunity to live closer to place for work, increased energy efficiency and reduced emissions).
- 3.20 This policy provides an alternative approach to that of Policy H2 on affordable housing. On named sites Policy H3 would allow employers to address their own recruitment and retention issues on their own land by providing housing for their employees at a rent affordable to them. If employers can deliver 100% homes for rent at a level that is genuinely affordable to their employees, in perpetuity, on their sites as employer-linked accommodation (that meets the definition of affordable housing in the Glossary) then this could free up social rented homes or places on the housing waiting list and would help the employer address their recruitment difficulties. Employers important for Oxford were identified and contacted to find interest in this policy. The policy is restricted to specified sites as listed in Appendix 3.4. For most of the specified sites, employer-linked housing will only be one element of uses, for example hospital uses will be retained on the hospital sites. In the event that a landowner chooses to deliver employer-linked affordable housing under Policy H3 on a site

identified in Appendix 3.4 and market housing is also to be provided on that site, Policy H2 is engaged in respect of that market housing. However, the employer-linked affordable housing so provided can only be relied to meet the requirement for the intermediate element within Policy H2. The employer-linked affordable housing provided could not be relied to meet the social rented tenure requirement within Policy H2.

- 3.21 By exempting these developments from the normal requirements for affordable homes, the City Council is offering a significant opportunity for those employers to provide for their own needs and address the sector of society between those able to access traditional affordable housing and those able to access market housing for sale or rent. Application of this alternative approach is dependent on a series of criteria that collectively ensure that benefits truly outweigh the compromises. For example, the employer-linked housing must meet many of the features of traditional affordable housing and be available to a true cross-section of employees.
- 3.22 It is important that that the housing provided through this policy remains affordable in perpetuity and the City Council will secure this through a legal agreement. In the event that over time, the employer no longer has a need for the employer-linked housing, the legal agreement will also ensure that 50% of the units are transferred to a registered provider or the City Council's housing company as affordable housing, with at least 40% as social rented tenure, and not sold on the open market. This claw-back approach will ensure that the city does not lose out on the provision of valuable affordable housing (one of the main objectives of this Plan) through misuse of this policy or changing circumstances over time.

Policy H3: Employer-linked affordable housing

Planning permission will be granted on specific sites (as listed in Appendix 3.4) for affordable housing for rent. On these sites an affordable housing approach will need to be agreed with the Council setting out how the proposed affordable homes will be developed and managed by the employers (or their development partners on their behalf) to meet the housing needs of their employees. Where this policy is applied the standard affordable housing requirements of Policy H2 will not apply, except to any market housing element on the site, or under those circumstances identified under criterion h).

All the following criteria must be demonstrated as part of the planning application and will be secured through any relevant planning permission:

- a) the employer has an agreed affordable housing approach in place setting out access criteria and eligibility, rent policy and rent levels, approved by the City Council, with an appropriate review mechanism in place; and
- b) 100% of the housing should be available to be occupied by those employees who meet the requirements of the affordable housing approach agreed with the council and be available in perpetuity; and

- c) the occupation of such housing will be limited to households where at least one member works for the employer-linked to the site (for the duration of their employment). This also applies to social care workers who work for but are not employed directly by Oxfordshire County Council and to some NHS staff; and
- d) an occupancy register should be kept and made available for inspection by the City Council at any time; and
- e) planning applications must be accompanied by a detailed explanation and justification of the approach proposed and the mechanisms for securing the requirements of this policy.

A legal agreement will be required to secure the benefits of this policy. In addition the legal agreement will be used to:

- f) agree the allocations policy;
- g) agree an appropriate re-letting of units in the property where there are vacant units for more than 6 months;
- h) agree that if the employer decides they no longer have a need for the housing, the affordable housing requirements detailed under Policy H2 will be applied.

Part 2: Creating a balanced and mixed community

iv. Mix of dwelling sizes

- 3.23 The NPPF requires local planning authorities to plan for a mix of homes based on current and future demographic trends, markets trends and the needs of different groups in the community. In addition, local authorities must identify the size, type, tenure and range of homes that is required to reflect local needs to ensure that mixed and balanced communities are created.
- 3.24 The mix of dwelling sizes in Oxford differs from the surrounding areas as it tends to be higher density development and typically smaller homes, with a higher than average proportion of 1 and 2 bed properties (43% compared to 34% across the Oxfordshire Housing Market Area, HMA).
- 3.25 It is particularly important that a range of affordable housing types come forward, in order that specific needs can be met. The Oxfordshire Strategic Housing Market Assessment identifies the particular need for affordable homes. This evidence, alongside that provided by the mix of unit sizes required according to the affordable housing register (together taking into account factors such as the need to downsize and the existing housing stock) has informed the % requirements in Policy H4. This mix does not apply to homes delivered under Policy H3.

Policy H4: Mix of dwelling sizes

Planning permission will be granted for residential development that is demonstrated to deliver a balanced mix of dwelling sizes to meet a range housing needs and create mixed and balanced communities.

Proposals for 25 or more homes (gross) (C3 residential), or sites of 0.5 ha. and greater, and which are outside of the city centre or district centres, will be expected to comply with the following mix of unit sizes for the affordable element, where it is feasible (this does not apply to employer-linked affordable housing):

1 bedroom homes	20-30%
2 bedroom homes	30-40%
3 bedroom homes	20-40%
4+ bedroom homes	8-15%

Sites below the threshold or within the city centre or a district centre should demonstrate how the proposal has had regard to local housing demand, including for affordable housing demonstrated by the housing register.

v. Development involving loss of dwellings

- 3.26 Given the scale of the objectively assessed housing need in Oxford it will be important to ensure that the existing stock of homes is protected, particularly those that are best suited for family living; otherwise the benefits of building new housing would be undermined. However, the lack of available land and sites can constrain development of important community facilities needed locally.
- 3.27 The policy approach is to resist any net loss of any dwelling, but with some flexibility to allow a loss where there are exceptional justifications. Some flexibility is important to allow facilities important to the local community (those identified in Policy H5) to come forward. Often these uses will be classed as 'town centre uses', which attract moderately large numbers of people, in which case it will be expected that they will be located in the city centre or a district centre, or can demonstrate that a sequential approach has been followed.



Policy H5: Development involving loss of dwellings

Planning permission will not be granted for any development that results in the net loss of one or more self-contained dwellings on a site, including family homes (loss of an HMO converted from a self-contained dwelling would be considered a loss of a self-contained dwelling), except in one of the following circumstances:

- a) where essential modernisation is proposed to make living accommodation acceptable and it can be shown that loss of a unit is essential for operational reasons or to secure space standards; or
- b) a change of use of a C3 dwelling or dwellings to a non-self-contained C2 extra care, specialist or supported housing, sheltered accommodation or care home is proposed; or
- c) a change of use of a dwelling to form a primary health care facility, children's nursery or community hub providing community benefits and for which the applicant can demonstrate a local need. In such cases, the following criteria should all be satisfied:
 - i. it must be demonstrated that the unit retains capacity to be turned back into a residential unit in future; and
 - ii. the scale and nature of the proposed use is compatible with neighbouring uses and with the surrounding area, and is not likely to give rise to unacceptable impacts and effects from noise, nuisance, traffic, or on-street parking.

vi. Houses in Multiple Occupation

- 3.28 A House in Multiple Occupation (HMO) is a shared house occupied by three or more unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom (see Glossary). It is estimated that 20% of Oxford's population live in an HMO indicating the important role they play in meeting housing needs in Oxford. For many people, HMO offer the only available and affordable solution than renting individually or buying a property when prices are so high in Oxford.
- 3.29 In some areas of Oxford however, high concentrations of HMO are resulting in changes to the character of the local area, and can contribute to local parking problems and large numbers of transient households. This has led to concerns in some communities that their communities are becoming unbalanced because the number of short-term tenants with less-established community ties has increased.
- 3.30 In February 2012 an Article 4 Direction was brought into force that means that planning permission is also now required in Oxford for change of use of a C3 dwelling house to a C4 'small' HMO with 3-6 occupiers.
- 3.31 Purpose-built HMO could help to reduce some of the potential management issues or neighbour conflicts, because issues like car and cycle parking and bin storage would be fully addressed at the planning application stage and properly integrated into the design rather than existing buildings having to

be adapted or retrofitted. Being designed for the purpose, they will also meet space standards and current building regulations. Purpose-built HMO in appropriate locations could also help to provide staff accommodation for key employers which have highlighted the issues with recruitment and retention resulting from affordability issues.

- 3.32 The policy approach is designed to manage how and where new HMO are allowed by setting criteria to control how they are provided and managed and by restricting HMO numbers where there is already a high concentration of existing HMO. The City Council will use its planning powers and the opportunities provided by the Article 4 direction to prevent over-concentration of HMO in areas where there are already significant numbers. The City Council considers that more than 20% of buildings in HMO use within a 100 metre length of street will result in over- concentration.
- 3.33 Applicants will be expected to demonstrate that the property fully complies with its 'Amenities and Facilities for Houses in Multiple Occupation: Good Practice Guidance' or any Oxford City Council publication that updates or supersedes this. It is important that adequate provision should be made for refuse storage and collection. Cycle and car parking policy for HMOs is set out in Policies M3 and M5 and Appendices 7.3 and 7.4.

Policy H6: Houses in Multiple Occupation (HMO)

Planning permission, where sought for the change of use of a dwelling in Use Class C3 to an HMO, will only be granted where:

- a) the proportion of buildings used in full or part as an HMO within 100 metres of street length either side of the application site does not exceed 20%; and
- b) the development complies with the space standards set out in Policy H15; and
- c) the development complies with the City Council's good practice guidance on HMO amenities and facilities, or any equivalent replacement document.

For the purposes of this policy, street length is defined as:

- the frontage either side of the proposed development, including frontage that wraps around corners or that is broken by a road or footpath; and
- the frontage either side of the point directly opposite the proposed development, including frontage that wraps around corners or that is broken by a road or footpath; and
- all buildings opposite the frontages described above.

Appendix 3.5 illustrates how this will be applied.

Applications for changes from C4 HMO to a Sui Generis HMO must be compliant with points b and c above.

Planning permission will be granted for new purpose-built Houses in Multiple Occupation, where they are in accordance with the above criteria.

vii. Community-led and self-build housing

- 3.34 Self-build and custom housebuilding is a key element of the government's agenda to increase supply and tackle the housing crisis. Self-build and custom housebuilding is defined in the Housing and Planning Act as: "...the building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person."
- 3.35 As required by the Self Build and Custom House Building Act 2015, the City Council keeps a register of individuals and associations who have expressed an interest in acquiring serviced plots for self and custom build. In May 2018 there were 52 entries on the Register. The intention of the Act is that LPAs grant suitable development permission for serviced plots to match demand on their register, although there is no mechanism for ensuring applications come forward.
- 3.36 Community-led housing projects can be delivered through a number of approaches, including group self-build and cohousing. Community-led housing requires that meaningful community engagement occurs throughout the process, with the local community group or organisation ultimately owning or managing the homes to the benefit of the local area/ specified community group. It can provide many benefits, for example enabling communities to deliver projects that meet local needs, giving greater social benefits including community support for older people.
- 3.37 The approach of the policy is to help encourage sufficient self-build and custom housebuilding to come forward to meet demand, to support community-led housing, and to guide decisions on applications that come forward for these housing types. It is anticipated that proposals for community-led housing will include shared outdoor amenity space, as allowed for in Policy H16 and the car parking standards, as allowed for in Policy M3 and Appendix 7.3.

Policy H7: Community-led housing and self-build housing

Community-led housing

There are several organised groups with ambitions for providing community-led housing in Oxford. Proposals for community-led housing will be supported because of the benefits they are expected to bring in terms of community cohesion, permanent affordability and sustainable development.

Self-build housing

Proposals for self-build housing will be supported as a way of enabling people to meet their own housing needs, particularly community-led collective self-build.

On residential sites of 50 units or more, 5% of the site area developed for residential should be made available as self-build plots. Employer-

linked affordable housing, student accommodation, C2 accommodation and residential development in conversions or on brownfield sites where only flatted development is provided are excluded from this requirement. Plots will be part of the 50% market housing element of the scheme, unless they are to be conditioned to be brought forward as housing that meets the affordable housing definition. Plots should have services (water, foul drainage and electricity supply) to the boundary and access to the public highway. Plots should also have surface water drainage, telecommunications services, and gas (or district heating) where available.

A legal agreement will be used to ensure that if the self-build plots have not sold after 12 months of marketing, then dwellings should be built and brought forward in the normal way, in accordance with other policies including regarding affordable housing and housing mix.

Accommodating university students in purpose-built halls and other university-provided accommodation can help to reduce the demand from students on the general housing stock.

Part 3: Providing for specialist housing needs

viii. Student accommodation

- 3.38 The large number of students resident in Oxford has an impact on the availability of general market housing. Students who live outside purpose-built accommodation tend to house-share in the private rental market. This affects the availability and costs of larger houses in the general market. However, if developing student accommodation were to be given a higher priority than general housing then this could compromise the delivery of housing in Oxford, and in particular the delivery of affordable housing. It is important that policies are in place to control these uses, particularly as they often compete for the same sites.
- 3.39 The Assessment of Student Housing Demand and Supply in Oxford includes a baseline analysis of the current structure of the student population, its current accommodation, and the future plans of the different educational institutions. Growth of students at each university of 1-2% per annum is expected. The Assessment also found that 37% of all students in Oxford are at the various non-university institutions. Of the institutions that responded to the survey, 6 were found to own or long-term lease purpose-built accommodation, with a total number of rooms of 530. A further 1,504 rooms in purpose-built student accommodation were found to be short-leased to these institutions. This includes the use of university accommodation for summer school students during the holidays. Several institutions had plans to increase provision of purpose-built student accommodation. While some of this is off-site accommodation, much of it is within the institutions' main academic sites.

Location of new student accommodation and occupancy restrictions

- 3.40 It is appropriate that some additional student accommodation should continue to be provided in order to meet the need generated by the two universities increasing the number of full time students. Accommodating university students in purpose-built halls and other university-provided accommodation can help to reduce the demand from students on the general housing stock. However there is a very limited number of sites



in Oxford and the priority of the Local Plan is to deliver general housing on suitable sites. Aiming to accommodate all students in purpose-built student accommodation would therefore conflict with the overall strategy and vision for Oxford, which is to balance different needs and particularly to maximise provision of general and affordable housing. It is also the case that not all students will choose to live in university-provided accommodation. Furthermore, student halls will not be appropriate in all locations because of their potential adverse impact on local communities.

- 3.41 The policy approach aims to ensure new student accommodation is built only in suitable locations, and is limited to those on courses of a year or more who are receiving the greatest and longest term educational benefit. It prioritises students of the two universities to assist with the economic aims of the Plan in supporting the universities.

Linking the delivery of new/redeveloped and refurbished university academic facilities to the delivery of university provided residential accommodation

- 3.42 In order to balance competing demands in Oxford, the policy approach is to restrict the number of students that each university is permitted to have living outside of university-provided accommodation. This will be achieved by not permitting new, redeveloped or refurbished academic floorspace unless the university has fewer than the threshold number of student numbers living outside of university-provided accommodation. The policy applies to university students on full-time taught degree courses of an academic year or more. These are the categories of student most suited to living in student accommodation. Student teachers, medical students and post-graduate research students (who could also be viewed as employees of the university) are amongst those categories of students not covered by the policy. These students help support key economic sectors and services in Oxford, might be working on placements outside of the city for much of their course (for example teaching and nursing students) and have very different accommodation needs. The policy approach acknowledges that accommodation needs of undergraduates, postgraduates and staff and those on work placements are all different and should be addressed individually. It is anticipated that the use of the Employer-Linked Housing Policy H3 will help to meet some of these housing needs.

- 3.43 Most of the University of Oxford's growth is expected to be in post-graduate students, both taught and research. Oxford Brookes University in recent years has seen increased growth in undergraduate and full-time students, and fewer students from within Oxfordshire (who are more likely to live at home). Therefore, despite increases in provision of accommodation by Oxford Brookes University there has also been a significant increase in the number of students living outside of university accommodation. To reflect the current situation, the policy allows for no more than 2,500 University of Oxford full-time taught degree students and no more than 4,000 Oxford Brookes University full-time taught degree course students to live outside of university-provided accommodation. This will ensure any increase in students resulting from improved academic accommodation will be matched by increased accommodation provision. Because of the number of new rooms expected to come forward in the next few years, these thresholds will reduce to 1,500 University of Oxford students by 2022 and potentially increase to 4,500 Oxford Brookes University students in 2023 or in 2030. These figures reflect what it is considered can reasonably be achieved, with consideration of sites already in the pipeline, or allocated and able to come forward. These thresholds will be reconsidered as part of the Local Plan review cycle.

- 3.44 The reference to students not living in accommodation provided by either University of Oxford or Oxford Brookes University excludes those students who were resident in Oxford before applying to study at the university and who continue to live at their home address while studying. Full details of how the universities will be assessed against the threshold are provided in Appendix 3.5.

Indoor amenity space

- 3.45 Communal space is important for residents of student accommodation. Shared indoor space ensures that occupants have space to gather, socialise and hold events. The nature of provision will depend on the scale of development, and could be a common room, or an informal lobby area.

Loss of student accommodation

- 3.46 It is important that existing student accommodation sites are not lost to other uses. Proposals that would lead to the loss of student accommodation will only be acceptable if an equivalent amount of new student accommodation is available for occupancy, within a reasonable and acceptable timeframe, by students of the same university or institution. The new provision must take into account the mix, occupancy and affordability of the rooms being lost.

Vacation uses

- 3.47 Policy H8 limits occupation to full-time students enrolled on courses of one academic year (including vacation periods). This restriction does not apply outside the semester or term- time. This ensures the opportunity for efficient use of the buildings for short-stay visitors, such as conference delegates or summer language school students. However, it is important that these visitors are also managed and that the institution undertakes to sign a management agreement with short-stay visitors, which includes reference to not bringing a car into Oxford (allowing use of park and ride sites only).

Management and parking restrictions

- 3.48 It is important that student accommodation is well managed such that it results in no unacceptable impact on amenity for local residents, including through any increase in cars brought into an area. Only operational and disabled parking should be provided for new student accommodation. Operational parking should be available for students and their families, for a limited period, arriving and departing at the start and end of semesters or terms. Appropriate management controls will be secured, including that student housing will be excluded from the schedule of streets in the traffic regulation order that creates the Controlled Parking Zone so that students cannot apply for parking permits. The City Council will seek management controls to be secured by planning conditions or obligations which commit the operator to getting an undertaking from their tenants, which will be monitored and enforced by the landlord.

**It is important
that existing
student
accommodation
sites are not lost
to other uses.**



Policy H8: Provision of new student accommodation

Planning permission will only be granted for student accommodation in the following locations:

- on or adjacent to an existing* university or college campus or academic site, or hospital and research site, and only if the use during university terms or semesters is to accommodate students being taught or conducting research at that site; or
- In the city centre or a district centre; or
- On a site which is allocated in the development plan to potentially include student accommodation.

Planning permission will only be granted for student accommodation if:

- a) student accommodation will be restricted in occupation to full-time students enrolled in courses of one academic year or more, subject to the provisions of criterion e below; and
- b) for developments of 20 or more bedrooms, the design includes indoor communal amenity space for students to gather and socialise; and
- c) a management regime has been agreed with the City Council that will be implemented on first occupation of the development (to be secured by a planning obligation); and
- d) the development complies with parking standards that allow only operational and disabled parking, and the developer undertakes and provides a mechanism to prevent residents from parking their cars anywhere on the site, (unless a disabled vehicle is required), which the developer shall thereafter monitor and enforce; and
- e) a management strategy is agreed if it is intended there will be occupants other than students meeting the definition set in criterion a outside of term times.

Planning permission will not be granted for developments that would lead to the loss of student accommodation unless new student accommodation is available for occupancy, within a reasonable and acceptable timeframe, by students of the same university or institution. New accommodation should be equivalent in amount, mix and affordability to the rooms being lost.

*An existing university or college campus or academic site is one that exists at the time the Plan is adopted.

Policy H9: Linking the delivery of new/redeveloped and refurbished university academic facilities to the delivery of university provided residential accommodation

Planning permission will only be granted for new/redeveloped or refurbished academic, research or administrative accommodation for the University of Oxford where it can be demonstrated that:

- a) the new accommodation would not generate or facilitate any increase in student numbers; or
- b) the number of their full-time taught course students living in Oxford in non- university- provided accommodation does not exceed 2,500 at the time of the application. This threshold will be reduced to 1,500 at 01 April 2022.

Planning permission will only be granted for new/redeveloped or refurbished academic or administrative accommodation for Oxford Brookes University where it can be demonstrated that:

- c) The new accommodation would not generate or facilitate any increase in student numbers; or
- d) the number of their full-time taught course students living in Oxford in non- university- provided accommodation does not exceed 4,000 at the time of the application. This threshold will be increased to 4,500 if:
 - i) on 01 April 2023 a scheme delivering a net increase of at least 500 student bedrooms has not been developed at Clive Booth Student Village (Site SP17); and/or Oxford Brookes is able to demonstrate that they are unable to secure additional nomination rights to meet the threshold. This threshold would return to 4,000 once the additional 500 student bedrooms are delivered and/or secured.
 - ii) on 01 April 2030 Oxford Brookes is able to demonstrate that they are unable to meet the threshold because they are unable to secure new nomination rights to replace expiring nomination rights.

The reference to students not living in accommodation provided by either University of Oxford or Oxford Brookes University excludes those students who were resident in Oxford before applying to study at the university and who continue to live at their pre-application home address while studying. Appendix 3.5 explains how the threshold will be calculated.



ix. Accessible and adaptable homes

- 3.49 Achieving mixed and balanced communities requires the City Council to plan for people's different needs. The City Council wishes to see new homes built that are accessible to all who may wish to live in them, and visit them, including those with disabilities.
- 3.50 It is important to consider the demands and requirements people will have from their homes, and how these will change over the plan period. In particular, addressing how homes can be made adaptable to the changing needs of their inhabitants will be an important consideration. These changes include adaptations in the size and composition of households, the potential for adult children and older parents moving back in to the family home, and an ageing population. Ensuring all new homes are adaptable is also a more efficient use of resources as a home that is adaptable will have a longer functional life.
- 3.51 Oxford has a relatively young population compared to neighbouring districts and the UK, mainly because of the large number of students. The trend of Oxford having a younger population than average is set to continue, but people are living longer and there will be an increase in the number of older people resident in the city, particularly those over 75. As it is projected that Oxford will have a greater proportion of older residents making up its population, there will be changing housing requirements over the Plan period. Providing opportunities for residents to maintain their independence is very important and can considerably alleviate pressure on health and social care. In addition, there are around 18,000 people (12.4% of the population) in Oxford with long a term health problem or disability. Some of those will need specialist adaptations to their homes, so providing housing that is adaptable will play an important role in ensuring that these people have an adequate choice of homes available to them.
- 3.52 The government introduced an optional Building Regulation requirement in 'Approved Document M: access to and use of buildings' in March 2016. Local authorities can adopt a policy to provide enhanced accessibility or adaptability through Requirement M4(2) Accessible and adaptable dwellings and/or M4(3) Wheelchair user dwellings.

As it is projected that Oxford will have a greater proportion of older residents making up its population, there will be changing housing requirements over the Plan period.

Policy H10: Accessible and adaptable homes

Proposals for residential development should ensure that all affordable dwellings and 15% of general market dwellings on sites of 10 or more dwellings are constructed to the Category 2 standard as set out in the Building Regulations Approved Document M4. 5% of all dwellings for which the City Council is responsible for allocations or nominations on sites of more than 20 dwellings should be provided to Category 3 (wheelchair user) standards.

x. Older persons and specialist and supported living accommodation

- 3.53 Many people with disabilities are likely to want to live in their own homes. However, other households may require more specialist housing designed to meet their needs, which may include extra-care or Registered Care Homes. The County Council's strategy is to seek to provide more community based alternatives to Registered Care Homes, rather than increasing provision of them. Additional extra care units in the city would help to achieve this aspiration. Specialist dementia care schemes are being developed across the County to meet countywide needs. Needs for particular groups such as those requiring care homes offering specialist nursing for people with dementia could potentially be met in the city by provision of specialist units within any new extra care scheme, for example.
- 3.54 Specialist housing may be self-contained (C3) or non-self-contained (C2), and can include:
- retirement housing- usually new build housing focussing on older owner-occupiers (and including affordable homes), suitable for those who wish to downsize;
 - sheltered housing- self-contained accommodation with an emergency alarm system, communal facilities and sometimes a resident warden;
 - Extra-Care housing- this has additional care support for residents who may be less independent. It may be aimed at older people or younger people with particular care needs, and can be delivered as affordable housing and also be available for owner-occupiers;
 - Residential Care schemes such as nursing homes. These may be for older people, or other groups requiring specialist nursing, for example people with dementia;
 - Supported living schemes such as those provided for people who have mental or physical disabilities and who require a resident support worker.
- 3.55 The Oxfordshire SHMA found relatively little need for additional provision of specialist housing for older people in Oxford, with a net need in the 20-year period to 2031 of 33 units. In 2016 the City Council undertook a review of older person's accommodation in Oxford¹¹. The review considered the current provision of sheltered and other housing options for older people aged 55+ in Oxford, alongside the competing needs. The review found that there is a range of sheltered and general needs accommodation provided in Oxford. Demand and take-up is relatively low, and the waiting list for extra care schemes is relatively short. The review states: "it would appear that the current level of supply in Oxford is generally meeting the current level of demand for this type of accommodation (that is extra care)." One recommendation of the review was that, given the rising life expectancy and quality of health in older age groups, that the City Council should focus on accommodating older people aged 75+ and those persons who are younger but with significant health needs, and this would be expected to free up enough homes to ensure needs can be met.
- 3.56 Although there is not a significant current need for additional specialist older persons or care accommodation, there is still expected to be a need for additional provision of care accommodation during the Plan period, including of specialised dementia-care housing. Therefore, existing extra-care accommodation should be protected unless it is to be replaced elsewhere or unless it can be shown that it is surplus to requirements. Also, provision of new extra-care and elderly persons' accommodation is generally supported. It is important it is well designed, with good access to local facilities, and that it is well integrated into a mixed community.

The review found that there is a range of sheltered and general needs accommodation provided in Oxford.

¹¹ https://www.oxford.gov.uk/downloads/file/2556/review_of_older_persons_accommodation_-_february_2016

Policy H11: Older persons and specialist and supported living accommodation

Planning permission for elderly-persons and supported and specialist care accommodation will only be granted where it:

- a) is located with good access to local facilities and services including public transport, shops and healthcare facilities; and
- b) is located close to or as part of a mixed community and will contribute positively to the creation and maintenance of mixed and balanced communities; and
- c) is appropriate for its intended residents and the neighbourhood in terms of form, scale and design; and
- d) includes gardens and amenity space of appropriate size and quality; and
- e) meets the affordable housing requirements of Policy H2.

Planning permission will not be granted for the loss of existing specialist care accommodation unless it can be demonstrated that provision is to be replaced or that there is a not a need for the facility. This may be secured by a legal agreement.

xi. Accommodation for travelling communities

- 3.57 The Cherwell, Oxford City, South Oxfordshire and Vale of White Horse Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017 assesses current and future needs for Gypsy, Traveller and Travelling Showpeople accommodation. Because Oxford has no existing sites, there are therefore no waiting lists that can be used to demonstrate demand. Demand can also be measured by assessing whether there are members of the travelling community living in bricks and mortar. The Assessment concluded is that there is no current or forecast need for sites in Oxford. If sites do come forward in the city, they will be judged against the criteria in the following policy as well as all other relevant policies of the Plan, for example Green Belt policy.

Policy H12: Homes for travelling communities

Planning permission will only be granted for residential pitches in Oxford for gypsy, traveller, and travelling showpeople if all of the following criteria are met:

- a) sites have adequate accessibility by walking, cycling and public transport to facilities and services including shops, healthcare, education and employment; and

- b) sites are acceptable in respect of vehicular access, parking and services and there is adequate access for emergency services; and
- c) there is adequate access to or provision of facilities and servicing, including water supply, electricity and disposal facilities for sewage and waste; and
- d) the development site is not a biodiversity site, scheduled monument, registered park and garden or public open space; and
- e) sites are not located in Flood Zones 3a or 3b; and
- f) sites are located, and can be managed, so as not to result in any significant conflict with existing land uses; and
- g) the proposed development will not cause any adverse visual impacts.

xii. Homes for boat dwellers

- 3.58 Residential boats and their dwellers on both permanent and temporary visitor moorings, contribute to the cultural and housing diversity of Oxford and provide a type of accommodation that can be more affordable. Much of the boat-dwelling community relies on the existence of residential moorings, which are defined as having planning permission for long-term mooring in a fixed location, and for occupation as a household's sole or main residence.
- 3.59 Furthermore, there are boat-dwellers whose transitory nature generates a significant demand for the supply of temporary moorings with a range of appropriate restrictions on length of stay. This group includes those who identify as Bargee Travellers as well as those who continuously cruise through Oxford city and neighbouring areas.
- 3.60 A dedicated Oxford Boat Dwellers Accommodation Needs Assessment 2018 was undertaken to better understand current provision of moorings and services and to determine need. The study showed that there is a demand/need for 41 new residential moorings in Oxford. This demand relates to the numbers of people already using unauthorised moorings as residential moorings. Efforts to meet this need will include creation of new residential moorings with access to adequate services, but also by providing social housing accommodation suitable for those currently living in unauthorised moorings. This may even be more affordable for people than obtaining a mooring, with a suitable boat, in an authorised residential mooring.
- 3.61 There are not many potentially suitable new sites for moorings within Oxford, because of constraints such as the need to maintain safe navigation on the main channel of the Thames and Cherwell. However, by multi-agency working with navigation authorities and landowners, there is potential to increase the number of residential moorings. In particular, working to dredge some existing sites would allow new space for moorings, and working with landowners to change some visitor moorings to residential moorings would also help to meet needs. The needs assessment also identified that temporary moorings with access to vital services such as potable water and waste disposal, and suitable for a range of visitors and length of stay, could also have a role to play.

- 3.62 The following policy sets out criteria against which potential new moorings will be assessed. Regard should be had to other policies of the Plan, and some have particular relevance, especially that for proposals in Green Belt a 'very special circumstances' case will need to be demonstrated. Mooring spaces for permanent moorings must enable a suitable and safe living environment. The potential impact of the development, for example on Green Belt and biodiversity, should also be considered. It is important that new residential moorings do not conflict with the Canal & River Trust's or the Environment Agency's operational requirements or interfere with navigational safety. The Environment Agency is responsible for the management of the River Thames, River Cherwell and other river channels that join their main course. The Canal & River Trust is responsible for the management of the Oxford Canal. Both have set out policies on the approach to residential mooring on the waterways they manage. The Environment Agency maintains a policy of not allowing permanent moorings on the main channel of the River Thames and supports the creation of new residential moorings in off-river channels and basins.

Policy H13: Homes for boat dwellers

Planning permission will only be granted for new residential moorings on Oxford's waterways where all of the following criteria are met:

- a) they do not have negative impacts on navigation and navigational safety or operational requirements of the waterway; and
- b) the biodiversity of the water, its margins and nearby nature conservation sites will be maintained or enhanced; and
- c) there is adequate access for emergency services to ensure safety; and
- d) sites have adequate accessibility by walking, cycling and public transport to facilities and services including shops, healthcare, education and employment; and
- e) there is adequate access to or provision of facilities and servicing, including water supply, electricity and disposal facilities for sewage and waste; and
- f) use of any adjacent paths will not be impeded; and
- g) the proposed development will not cause any adverse visual impacts or restrict the ambition for increased access to and opportunities to enjoy enhanced water related infrastructure facilities for all residents.

Planning permission will be granted for additional temporary visitor moorings only where residential moorings are not suitable and provided they:

- h) do not cause environmental damage or nuisance; and
- i) do not interfere with navigation; and
- j) make adequate provision for refuse and sewage disposal facilities. Any new refuse and sewage disposal points should be sited so as not to detract from the canal or river scene.

Part 4: Ensuring a good quality living environment for our residents

xiii. Privacy, daylight and sunlight

- 3.63 Ensuring all homes are built with adequate privacy, daylight and sunlight (internal and external) helps to ensure the wellbeing of residents. It is also important to consider the impacts on neighbouring residential properties to ensure they do not lose their sense of privacy. This is particularly important in the context of Oxford, where high density development is expected in order to make efficient use of land.
- 3.64 When planning new developments, regard should always be paid to the impact of windows overlooking other homes' windows (including French windows and patio doors) and gardens. Potential for unacceptable overlooking will depend on the proximity of windows to neighbours' habitable rooms and gardens and the angles of views and gardens.
- 3.65 New homes' access to daylight and sunlight will depend both on the way new and existing buildings relate to one another, and the orientation of windows in relation to the path of the sun. In particular, windows that are overshadowed by buildings, walls, trees or hedges, or that are north-facing, will receive less light. The policy approach will ensure that new development provides adequate daylight and privacy, and will not reduce privacy and daylight in existing development to an unacceptable level.

Policy H14: Privacy, daylight, and sunlight

Planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Proposals should demonstrate consideration of all of the following criteria:

- a) whether the degree of overlooking to and from neighbouring properties or gardens resulting from a proposed development significantly compromises the privacy of either existing or new homes (or existing other uses where there might be a safeguarding concern, particularly schools); and
- b) the orientation of windows in both existing and new development in respect of access to daylight, sunlight and solar gain (i.e. natural heating from direct sunlight); and
- c) existing and proposed walls, hedges, trees and fences, in respect of protecting or creating privacy, and also in respect of their impact on overshadowing both existing and new development.

To assess access to privacy, sunlight and daylight, the 25° and 45° guidelines will be used, as illustrated in Appendix 3.6, alongside other material factors. On constrained sites with proposals for specialist accommodation, developers may use other methods to demonstrate that dwellings will receive adequate daylight.

Planning permission will not be granted for any development that has an overbearing effect on existing homes.

xiv. Internal space standards

- 3.66 It is important to ensure that new homes are of an adequate size and layout to provide high quality, functional homes that meet the needs of a wide range of people, and take into account how those needs might change over time. This should apply to development at all scales, from large strategic sites down to infill development, which represents an important contribution to meeting Oxford's housing need.
- 3.67 The increasing pressure to deliver homes leads to increased pressure to deliver smaller homes. This could result in housing that is unacceptable in terms of internal space because it doesn't offer occupiers appropriate living standards or meet the national aim that everyone should have access to a decent home. The pressure to make efficient use of land, and the fact that dense development is to be encouraged, makes it particularly necessary to ensure that the internal living environment of new homes is adequate.
- 3.68 The government introduced a nationally described space standard in March 2015. Local authorities now have the option to adopt the nationally described space standards, or have no space standard at all; space standards cannot be set locally. The City Council has carefully considered the local need for space standards and the viability impact of taking such an approach and decided to adopt the nationally described standards. In addition minimum bedroom sizes for HMOs are governed by the Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018.
- 3.69 This will ensure that new developments are designed and built to provide adequate space for occupants. It will be important to ensure that designs maximise the useable space within housing, through functional layout, and provide scope to adapt and modify housing to meet future requirements. The demand for housing in Oxford means that a small proportion of larger and family homes will be provided in the form of flats or apartments; ensuring adequate space and quality environments will play a crucial role in changing the perception of apartments and their suitability as family homes.

Policy H15: Internal space standards

Planning permission will only be granted for new dwellings that provide good quality living accommodation for the intended use. All proposals for new build market and affordable homes (across all tenures) must comply with the MHCLG's Technical Housing Standards – Nationally Described Space Standard Level 1¹².

xv. Outdoor amenity space standards

- 3.70 Provision of outdoor amenity space brings many benefits, including to biodiversity, permeable surfaces and the health and wellbeing of residents. Outdoor amenity space enhances development and the area surrounding the development. Where high density development is expected and where many sites are infill development, standards for outdoor amenity space become increasingly important in order to ensure the health and wellbeing of residents.

¹² www.gov.uk/government/publications/technical-housingstandards-nationally-describedspace-standard

However, flexibility is also important so that design can respond to the often complicated needs of infill and mixed development sites and to ensure maximum use of the outdoor amenity space that is provided.

- 3.71 New homes should provide some open space that allows the occupants to enjoy fresh air and light in privacy. Where appropriate, balconies or private terraces should be provided for flats. A private garden can be shared between flats, although all 3 bedroom flats should have direct access to an area of private amenity space. Houses with 2 or more bedrooms should provide direct access to outdoor amenity space with adequate space for children to play in, and for family activities. This should be equivalent in size to the original footprint of the dwelling. It could be provided as shared amenity space, although there should always be an area of private amenity space. Private outdoor areas should allow space for outside dining and/or clothes drying, with reasonable circulation, which will require a minimum dimension of 1.5 metres deep by 3 metres long.
- 3.72 There are many important considerations in the design of usable and attractive private amenity space. Public and private space should be clearly delineated through the use of landscaping and design, without the need for signs. Orientation to ensure adequate sunlight will affect the usability of the space, although should be considered in terms of the whole fabric of the design. Different types of space should be designed into the same larger communal space, with attention to providing areas to play, sit, shelter, sunny areas and grass. Communal outdoor amenity space should be adaptable to changing needs, allowing opportunities for residents to influence the design of their amenity space and introduce food growing areas if desired. However as there may be little interest in gardening amongst residents so easily maintained communal spaces will be important, which are uncluttered and have high quality, resilient materials and trees and other low- maintenance planting.
- 3.73 Policy DH1: 'High quality design' should also be referred to when designing outdoor amenity space.

Policy H16: Outdoor amenity space standards

Planning permission will only be granted for dwellings that have direct and convenient access to an area of private open space (in addition to bin or bike storage space), to meet the following specifications:

- a) 1 or 2 bedroom flats and maisonettes should provide either a private balcony or terrace of usable level space, or direct access to a private or shared garden;
- b) flats and maisonettes of 3 or more bedrooms must provide either a private balcony or terrace of useable level space with a minimum dimension of 1.5 metres depth by 3 metres length, or, in the case of ground floor flats, direct access to a private garden or shared garden with some private space. These private outdoor areas should allow space for outside dining and/or clothes drying, with

- reasonable circulation, which will require a minimum dimension of 1.5 metres depth by 3 metres length;
- c) houses of 1 or more bedrooms should provide a private garden, of adequate size and proportions for the size of house proposed, which will be considered to be at least equivalent in size to the original building footprint. Where a directly accessible private outside area is provided, the remaining requirement for outdoor amenity space could be met by provision of shared private amenity space. The private outdoor areas should allow space for outside dining and/or clothes drying, with reasonable circulation, which will require a minimum dimension of 1.5 metres deep by 3 metres long.
 - d) the following factors will be material in assessing whether adequate space has been provided:
 - i. the location and context of the development, in relation to the layout of existing residential plots, and proximity to public open space; and
 - ii. the orientation of the outdoor area in relation to the path of the sun;
 - iii. the degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings; and
 - iv. the overall shape, access to and usability of the whole space to be provided; and
 - v. clear delineation between public and private space; and
 - vi. for communal spaces that there is a variety of space, including provision of space to sit and to play, and that space is adaptable to the changing needs of residents, being easy to maintain with resilient materials, but with opportunities for communal gardening or food growing.

4. Making wise use of our resources and securing a good quality local environment

It is important to think about how we can make best use of our natural resources such as land, water and energy because we have a limited supply and our choices can have significant environmental impacts. As Oxford's population increases, there will be increasing pressure on these resources. It is therefore important to plan developments to minimise their use of resources.

Oxford is a small city with a tight urban boundary. This means that there is limited land available for development. We need to consider how to make best use of the land we do have to provide the homes and jobs we need.

i. Sustainable design and construction

Carbon reduction

- 4.1 The City Council aims to tackle the causes of climate change by ensuring developments use less energy and assess the opportunities for using renewable energy technologies. The City Council is committed to a 100% reduction in total carbon dioxide (CO₂) emissions produced in the City by 2050 from 1990 levels to limit climate change. Thus, it is crucial that planning policy limits carbon dioxide emissions from new development wherever possible and supports sensitive energy efficiency improvements to existing buildings. In addition, policy seeks to ensure that the gap between the designed and as built energy performance of new buildings is as little as possible.
- 4.2 When a building is constructed, the accessibility of its location, its density and mix of uses, its detailed design, its orientation, and the mechanical services and materials chosen can all have a major impact on its energy efficiency. The City Council will require all schemes to consider sustainable development principles from the start of the design process and include these in their Design and Access Statement and/or Sustainability Statement.

BREEAM

- 4.3 BREEAM (Building Research Establishment Environmental Assessment Method) is a tool for assessing the environmental sustainability of a development. The BREEAM standards will be applied to non-residential developments including conversions, extensions and changes of use). The Home Quality Mark (2015) is another way of demonstrating the standard of a new residential dwelling, which includes measures for low CO₂, sustainable materials, good air quality and natural daylight. The City Council will encourage schemes to use the Home Quality Mark. The use of Passivhaus standard is also encouraged in demonstrating energy efficient design.



Monitoring

- 4.4 The local plan supports the monitoring of development proposals in the form of post construction testing in order to improve our understanding of these issues and also to ensure that performance standards for low carbon buildings are linked to as-built performance.

Sustainable retrofitting of existing buildings

- 4.5 In Oxford, existing domestic buildings contributed 31%¹³ of the city's carbon emissions in 2015. Therefore, retrofitting the existing building stock presents an opportunity to help meet the carbon reduction targets for the city. The Local Plan supports sustainable retrofitting measures for existing buildings. Such measures can range from low cost measures such as loft and cavity wall insulation to complete refurbishment of buildings and their systems. The low energy refurbishment of homes could help reduce fuel bills and create a better environment for occupiers, which will be particularly important for the most vulnerable groups, including those living in fuel poverty. The City Council has produced Technical Advice Notes on External Wall Insulation and the Heritage Energy Efficiency Toolkit to provide information to developers as to how to maximise the opportunities for retrofitting buildings.
- 4.6 Oxford has a wealth of Listed Buildings and traditional buildings in conservation areas. These buildings present a considerable challenge when considering how on-site renewables can be incorporated and carbon emissions reduced. The Council supports all measures to retrofit listed and historical buildings in a sensitive manner and has produced the Heritage Energy Efficiency Tool (HEET). This guidance helps assess energy efficiency improvements for historic buildings¹⁴.

Water Efficiency

- 4.7 An optional water efficiency standard was introduced in 2015 following the Housing Standards Review. This higher option standard for new development of 110 litres per person per day as set out in Building Regulations Part G2 can be applied where there is an evidence based need that the area is water stressed. The area of South East England in which Thames Water operates and Oxford is located, has been classified by the Environment Agency as being under serious water stress. Thus to ensure adequate water supply during the plan period new development will be expected to meet higher water efficiency standards as set out in Policy RE1. For non-residential development the Local Plan sets a minimum standard that must be achieved within the BREEAM assessment. Opportunities to harvest grey water should be encouraged and developed, where possible, in new development.

Policy RE1: Sustainable design and construction

Planning permission will only be granted where it can be demonstrated that the following sustainable design and construction principles have been incorporated, where relevant:

- a) Maximising energy efficiency and the use of low carbon energy;
- b) Conserving water and maximising water efficiency;

¹³www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2015

¹⁴www.oxford.gov.uk/info/20064/conservation/325/heritage_energy_efficiency_tool_heet

- c) Using recycled and recyclable materials and sourcing them responsibly;
- d) Minimising waste and maximising recycling during construction and operation;
- e) Minimising flood risk including flood resilient construction;
- f) Being flexible and adaptable to future occupier needs; and
- g) Incorporating measures to enhance biodiversity value.

Energy Statements

An Energy Statement will be submitted to demonstrate compliance with this policy for new-build residential developments (other than householder applications) and new-build non-residential schemes over 1,000m². The Energy Statement will include details as to how the policy will be complied with and monitored.

Carbon reduction in new-build residential developments (other than householder applications):

Planning permission will only be granted for development proposals for new build residential dwellinghouses or 1,000m² or more of C2 (including student accommodation), C4 HMO or Sui Generis HMO floorspace which achieve at least a 40% reduction in carbon emissions from a 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewable energy and other low carbon technologies (this would broadly be equivalent to 25% of all energy used) and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions. After 31 March 2030 planning permission will only be granted for development proposals for new build residential dwelling houses or 1,000m² or more of C2 (including student accommodation), C4 HMO or Sui Generis HMO floorspace that are Zero Carbon.

Carbon reduction in new-build non-residential developments of 1000m² or more:

Planning permission will only be granted for non-residential development proposals that meet BREEAM excellent standard (or recognised equivalent assessment methodology) in addition to the following reductions in carbon emissions which are also required.

Planning permission will only be granted for development proposals of 1,000m² or more which achieve at least a 40% reduction in the carbon emissions compared with a 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewables and other low carbon technologies and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions.



Heat networks

The City Council will encourage the development of city wide heat networks. If a heat network exists in close proximity to a scheme it is expected to connect to it and this will count towards the development's carbon reduction requirements. Evidence will be required to demonstrate why connection to the network is not possible.

Water efficiency – residential development:

Proposals for new residential developments are to meet the higher water efficiency standards within the 2013 Building Regulations (or equivalent future legislation) Part G2 water consumption target of 110 litres per person per day.

Water efficiency – non-residential development:

Proposals for non-residential development are to meet the minimum standard of four credits under the BREEAM assessment.

ii. Efficient use of land

- 4.8 The NPPF emphasises that “planning policies and decisions should promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions”. Oxford’s previously developed land has been identified in the Brownfield Register, and making the best use of this land will be encouraged throughout the lifetime of this plan.
- 4.9 Using scarce resources efficiently is vital to ensuring Oxford’s sustainable growth and development. Oxford is a small, constrained city with a growing population. Its total area is approximately 4,600km² with some very densely developed urban areas. The river corridors of the Thames and Cherwell penetrate as extensive green and blue wedges into the heart of the city. These corridors, together with their flood plains, form much of the city’s 1,287m² of Green Belt land.
- 4.10 Oxford has a good record for re-using previously developed land efficiently. Some parts of the city, including town and district centres, are densely populated but nonetheless have capacity to accommodate further residential development sensitively. This approach should, as it promotes more sustainable and cohesive communities, have a number of positive environmental and economic effects as development is concentrated in areas where it will support existing facilities and services. However, given that previously developed land can only meet a limited supply of Oxford’s economic and housing need; there is a need to look at a range of additional greenfield sites to see if any are suitable to help meet needs. Policy G3 sets out the policy approach to the release of some greenfield sites which could be suitable for development, which include Green Belt sites.
- 4.11 Higher density residential development of 100 dwellings per hectare (dph) is expected in the city and district centres. However, owing to Oxford’s historic centre it is acknowledged that this density of development is not always appropriate.

Policy RE2: Efficient use of land

Planning permission will only be granted where development proposals make efficient use of land.

Development proposals must make best use of site capacity, in a manner compatible with the site itself, the surrounding area and broader considerations of the needs of Oxford, as well as addressing the following criteria:

- a) the density must be appropriate for the use proposed;
- b) the scale of development, including building heights and massing, should conform to other policies in the plan. It is expected that sites at transportation hubs and within the city and district centres in particular will be capable of accommodating development at an increased scale and density, although this will also be encouraged in all other appropriate locations where the impact of so doing is shown to be acceptable;
- c) opportunities for developing at the maximum appropriate density must be fully explored; and
- d) built form and site layout must be appropriate for the capacity of the site.

High-density development (for residential development this will indicatively be taken as 100dph) is expected in the city centre and district centres.

iii. Flooding risk management

- 4.12 Flooding is the most widespread and frequently occurring of natural hazards. Both the NPPF and the Flood and Water Management Act (2010) highlight the need for effective flood risk management strategy and proactive local plan policies that take account of flood risk and water supply consideration to ensure the impacts of climate change are fully considered and mitigated.
- 4.13 The Oxford City Strategic Flood Risk Assessment Level 1 (November 2017) concludes that a considerable proportion of Oxford is at some risk of flooding. Large parts of the built up areas of South and West Oxford and Lower Wolvercote currently have a 1% or greater annual risk of flooding (Flood Zone 3). Flood risk in Oxford is predominantly fluvial flooding from rivers but there is also some flood risk to properties from other sources including surface water, sewer, groundwater, and flooding from artificial sources such as reservoirs and canals.
- 4.14 The NPPF directs development away from areas of high risk from flooding, and where development within these areas is necessary, makes it safe for users without increasing the risk of flooding elsewhere (sequential test and exception tests). A level 1 Strategic Flood Risk Assessment (SFRA) provides the necessary information for the sequential and exception test to be applied to support the initial allocation of sites for development.

- 4.15 The most recent flood events in Oxford were in January 2014, November 2012 and July 2007, each of which resulted in significant disruption to the city. New development has the potential to interfere with existing drainage systems, decrease floodplain storage, reduce permeable surface areas and increase the volume and speed of runoff through a catchment, ultimately leading to significant changes to river catchment characteristics and subsequently increase flood risk.
- 4.16 Proposals for minor household extensions in the flood plain can have a cumulative impact resulting in increased flood risk as flood storage areas are lost to development. As such, householder extensions proposed in either Flood Zone 2 or 3 will require a site specific Flood Risk Assessment (FRA) to be carried out to assess risk on and off site and mitigation measures provided to reduce these risks.
- 4.17 In some areas of Oxford a lot of development already exists in areas at the highest risk of flooding. This is generally older development that won't incorporate features such as SuDS that minimise the impacts of flooding on the existing properties and that minimise the risk of flooding elsewhere. The NPPF allows only water-compatible uses and essential infrastructure in Flood Zone 3b. This prevents reuse of existing buildings in areas at highest risk of flooding. The approach of the Local Plan policy is to allow very careful re-development of existing brownfield sites in Flood Zone 3b. This is to make best use of existing sites in the generally sustainable location of Oxford and also because new development has the potential to improve the flood risk situation. The policy sets out conditions for development in Flood Zone 3b that will ensure the flood risk situation is improved. Conditions include that the overall built footprint is not increased and that flood storage is not lost.

The Oxford Flood Alleviation Scheme

- 4.18 The Oxford Flood Alleviation Scheme, a partnership project¹⁵, will help to convey water away from development infrastructure and will help greatly in reducing flooding in the most at risk areas. It will bring considerable benefits to the city in terms of reduced risk of flooding to homes, businesses, major roads and the railway.

Policy RE 3: Flood risk management

Planning permission will not be granted for development in Flood zone 3b¹⁶ except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk. All of the following criteria must be met:

- a) it will not lead to a net increase in the built footprint of the existing building and where possible lead to a decrease; and
- b) it will not lead to a reduction in flood storage (through the use of flood compensation measures) and where possible increase flood storage; and
- c) it will not lead to an increased risk of flooding elsewhere; and
- d) it will not put any future occupants of the development at risk.

The most recent flood events in Oxford were in January 2014, November 2012 and July 2007, each of which resulted in significant disruption to the city.

¹⁵ Flood management in the city is primarily managed by the Oxford Area Flood Partnership (OAFP) which includes the Environment Agency, Network Rail, Oxford City Council, Oxfordshire County Council, Vale of White Horse District Council and Thames Water PLC.

¹⁶ The functional floodplain is defined as 'Flood Zone 3b', and corresponds to the 5% (1 in 20 year) chance of flooding on the EA flood model.

New development will be directed towards areas of low flood risk (Flood Zone 1). In considering proposals elsewhere, the sequential and exception tests will be applied.

Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance.

Planning permission will only be granted where the FRA demonstrates that:

- e) the proposed development will not increase flood risk on site or off site; and
- f) safe access and egress in the event of a flood can be provided; and
- g) details of the necessary mitigation measures to be implemented have been provided.

Minor householder extensions may be permitted in Flood Zone 3b, as they have a lower risk of increasing flooding. Proposals for this type of development will be assessed on a case by case basis, taking into account the effect on flood risk on and off site.

iv. Sustainable drainage systems

- 4.19 Sustainable drainage systems (SuDS) may include water conservation (e.g. rainwater collection, grey water recycling, low water use WC's and appliances) as well as surface water drainage (e.g. soakaways, porous hard surfaces, swales, streams and balancing ponds; minimal use of pipes and culverts). SuDS are designed to mimic the natural drainage arrangements of a site, and are used to manage surface water flows, providing an important tool in minimising flood risk. The design of SuDS should be considered at the earliest possible stages of the planning process so that they can be incorporated into the design, and the best management practices can be used. Wherever possible, multiple benefits from SuDS should be sought, such as the provision of open space, wildlife improvements and water conservation. If SuDS cannot be provided on site, consideration should be given to making a contribution to off-site measures.
- 4.20 The City Council deal with proposals requiring SuDS on minor developments (up to 9 dwellings, non-residential floor area less than 1000m², or sites under 1 hectare in size). Oxfordshire County Council as Lead Local Flood Authority respond on all applications for all Major Developments (10 or more dwellings, non-residential floor area of 1000m² or more, or sites over 1 hectare in size).



- 4.21 The Flood and Water Management Act 2010¹⁷ addresses the threats of flooding and water scarcity. Under the Flood Risk Regulations 2009, the Environment Agency is responsible for managing flood risk from main rivers, the sea and reservoirs. Lead local flood authorities (LLFAs) are responsible for local sources of flood risk, in particular surface run-off, groundwater, and ordinary watercourses. LLFAs are statutory consultees on major development. Local authorities are responsible for ensuring that requirements for preliminary flood risk assessments are met.
- 4.22 Where development proposals require a Foul and Surface Water Drainage Strategy evidence should be provided within this strategy that demonstrates agreement between the developer and sewage undertaker on the available infrastructure capacity to accommodate the additional foul water. It may be appropriate to phase development so that initial additional flows from the proposed development do not exceed the capacity available prior to upgrading of the foul drainage network. Up to three years lead in time could be required to undertake such works.

Policy RE4: Sustainable and foul drainage, surface and groundwater flow

All development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off and reduce the existing rate of run-off on previously developed sites¹⁸. Surface water runoff should be managed as close to its source as possible, in line with the following drainage hierarchy:

- a) store rainwater for later use; then:
- b) discharge into the ground (infiltration); then:
- c) discharge to a surface water body; then:
- d) discharge to a surface water sewer, highway drain or other drainage system; and finally:
- e) discharge to a combined sewer.

Details of the SuDS shall be submitted as part of a drainage strategy or FRA where required.

Applicants must demonstrate that they have had regard to the SuDS Design and Evaluation Guide SPD/ TAN for minor development and Oxfordshire County Council guidance for major development.

Surface and groundwater flow and groundwater recharge:

Planning permission will not be granted or development that would have an adverse impact on groundwater flow. The City Council will, where necessary, require effective preventative measures to be taken to ensure that the flow of groundwater will not be obstructed.

Within the surface and groundwater catchment area for the Lye Valley SSSI development will only be permitted if it includes SuDS and where an assessment can demonstrate that there will be no adverse impact on the surface and groundwater flow to the Lye Valley SSSI.

¹⁷ Available at www.legislation.gov.uk/ukpga/2010/29/pdfs/ukpga_20100029_en.pdf

¹⁸ Oxford City Council SuDS Design and Evaluation Guide—https://www.oxford.gov.uk/info/20000/planning/1282/flood_risk_and_drainage_for_planning

Development on the North Oxford gravel terrace that could influence groundwater flow to the Oxford Meadows Special Area of Conservation (SAC) will only be permitted if it includes SuDS and if a hydrological survey can demonstrate that there will be no significant adverse impact upon the integrity of the SAC.

Foul Drainage

Developers are encouraged to separate foul and surface water sewers on all brownfield sites delivering new development. For clarity this does not include householder extensions or conversions that input into the existing network.

A Foul and Surface Water Drainage Strategy must be provided for all new build residential development of 100 dwellings or more; non-residential development of 7,200sqm or more; or student accommodation of 250 study bedrooms or more.

v. Health, well-being, and Health Impact Assessments

- 4.23 The health and wellbeing of residents is an important priority for the City Council¹⁹ and Local Plan policies recognise the important link between the natural and built environment and long-term health and wellbeing outcomes²⁰. A health enabling environment requires high quality urban design which includes green spaces that facilitate social interaction, creating environments that encourage healthier food choices and that facilitate the use of active modes, such as walking and cycling. To ensure that development promotes and contributes to a healthy living environment, proposals should consider health outcomes at pre-application stage. For major development a health impact assessment must be undertaken to maximise the opportunities for promoting healthy lifestyles within new development. The fundamental principles of how to carry out good quality Health Impact Assessments (HIAs) are set out in the Department of Health's 'Health Impact Assessment Tools' (2010)²¹.

Policy RE5: Health, wellbeing, and Health Impact Assessments

Oxford City Council will seek to promote strong, vibrant and healthy communities and reduce health inequalities. Proposals will be supported which help to deliver these aims through the development of environments which encourage healthier day-to-day behaviours and are supported by local services and community networks to sustain health, social and cultural wellbeing. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development.

For major development²² proposals, the Council will require a Health Impact Assessment to be submitted, which should include details of implementation and monitoring. This must provide the information outlined in the template provided at Appendix 4.

¹⁹ Oxfordshire's 'Joint Strategic Needs Assessment' (JSNA) provides evidence based information about Oxfordshire's population and the factors affecting health, wellbeing, and social care needs: <http://insight.oxfordshire.gov.uk/cms/joint-strategic-needs-assessment> Public Health England's 'Local Health tool' provides a ward level overview of the health and wellbeing status of the local population: <http://localhealth.org.uk/#v=map13;l=en>

²⁰ <https://mycouncil.oxfordshire.gov.uk/documents/s44823/ii%20paper%20for%20information%20-%20Healthy%20Place-shaping%20in%20the%20wider%20growth%20agenda%20-%20final.pdf>

²¹ www.gov.uk/government/uploads/system/uploads/attachment_data/file/216008/dh_120106.pdf

vi. Air quality

- 4.24 Improving local air quality, mitigating the impact of development on air quality and reducing exposure to poor air quality across Oxford is key to safeguarding public health and the environment. The whole of the city was declared an Air Quality Management Area (AQMA) in September 2010. Air quality has been identified as having a negative impact upon the Oxford Meadows SAC. The City Council produced an Air Quality Action Plan (AQAP)²³ to address the issue of AQMA which suggested a range of measures that will be required to reduce emissions across Oxford. The AQAP addresses the integrated approach to air quality and carbon emissions from road transport. In 2014 a low emissions zone was introduced in the city centre. In addition, the plan's support for car free developments and the promotion of electric vehicles are ways of reducing the high levels of air pollution across the city and protecting the Oxford Meadows SAC.
- 4.25 It is important that any negative impacts on air quality from new development are mitigated and that exposure to poor air quality is minimised or reduced. Special attention will be given to developments that are expected to cause traffic increases, and to the type of energy centres/ combustion systems that are expected to be installed on-site.

Policy RE6: Air quality

Planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.

The exposure of both current and new occupants to air pollution during the development's operational and construction phases, and the overall negative impact that proposals may cause to the city's air quality, will be considered in determining planning applications. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts.

Sensitive uses including residential development, schools and nurseries should be located away from areas of poor air quality, with site layout designed to reduce impact and with any residual impact mitigated through air quality measures.

Planning applications for major proposals (10 or more dwellings or 1000 square metres) which would carry a risk of exposing individuals to unacceptable levels of air pollution must be accompanied by an Air Quality Assessment (AQA).

Where the Air Quality Assessment indicates that a development would cause harm to air quality, planning permission will not be granted unless specific measures are proposed and secured to mitigate those impacts.

²² Major developments as defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015

²³ More information on AQMA and AQAP is available at www.oxford.gov.uk/info/20216/air_quality_management/206/air_quality_management_in_oxford

Planning applications for proposals that involve significant demolition, construction or earthworks will also be required to submit a dust assessment as part of the AQA, to assess the potential impacts and health risks of dust emissions from those activities. Any appropriate site-specific dust mitigation measures will be secured as part of the Construction Management Plan (CMP).

Further guidance on meeting the requirements of the policy is set out in the Oxford City Council's Air Quality Planning Application Guidance Note and the up to date IAQM guidelines which applicants are expected to follow.

vii. Managing the impact of development

- 4.26 Standards of amenity (the attractiveness of a place) are major factors in the health and quality of life of all those who live, work and visit Oxford. Oxford's constrained nature results in the close proximity of many uses. This, combined with the railway and major roads (A34 and the Ring Road), can result in noise, light and air pollution. Policy RE7 seeks to ensure that standards of amenity are protected.
- 4.27 Applicants must ensure that any transport impacts likely to occur as a result of the development are assessed and managed in compliance with Policy M2.

Policy RE7: Managing the impact of development

Planning permission will only be granted for development that:

- a) ensures that the amenity of communities, occupiers and neighbours is protected; and
- b) does not have unacceptable transport impacts affecting communities, occupiers, neighbours and the existing transport network; and
- c) provides mitigation measures where necessary.

The factors the City Council will consider in determining compliance with the above elements of this policy include:

- d) visual privacy, outlook;
- e) sunlight, daylight and overshadowing;
- f) artificial lighting levels;
- g) transport impacts;

- h) impacts of the construction phase, including the assessment of these impacts within the Construction Management Plans;
- i) odour fumes and dust;
- j) microclimate;
- k) contaminated land; and
- l) impact upon water and wastewater infrastructure.

viii. Noise and vibration

- 44.28 Noise and vibration have a significant effect on amenity and people's health and wellbeing. The management of noise should be an integral part of development proposals and considered as early as possible. The management of noise is about encouraging the right acoustic environment in the right place at the right time. This is important to promote good health and a good quality of life within the wider context of achieving sustainable development. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes. This can mean allowing some places or certain times to become noisier within reason, whilst others become quieter.
- 4.29 Consideration of existing noise sensitivity within an area is important to minimise potential conflicts of uses or activities. The City Council will seek to ensure that noise sensitive developments (residential, educational and health care facilities) are separated from major sources of noise, or that appropriate attenuation measures are taken. Such attenuation measures should be included on plans. In cases where noise sensitive development is proposed in close proximity to an existing noise generating use (e.g. music venues and pubs) the Council will consider whether the introduction of the sensitive use might threaten the continued operation of the existing premises, which might mean the development is inappropriate in that location. Measures to mitigate the impacts of noise and vibration associated with demolition and construction will be secured by legal agreement through Construction Management Plans which form part of the Transport Assessment.

Policy RE8: Noise and vibration

Planning permission will only be granted for development proposals which manage noise to safeguard or improve amenity, health, and quality of life.

Planning permission will not be granted for development that will generate unacceptable noise and vibration impacts.

Planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise, unless it can be demonstrated, through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users and to prevent harm to the continued operation of existing uses.

Conditions will be used to secure such mitigation measures and operational commitments.

Measures to mitigate the impacts of noise and vibration associated with demolition and construction will be secured by legal agreement through Construction Management Plans (Refer to Policy M2).

ix. Land quality

- 4.30 Oxford has a number of closed landfill sites of varying ages, some of which are still actively producing landfill gas. There are also previously developed sites that have been contaminated by historic industrial processes. The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use.
- 4.31 Land contamination may be associated with sites previously used for industry but can also arise from natural sources as well as from human activities. In assessing whether land contamination is an issue that needs to be taken into account when a planning application is submitted, the Council will have regard to a range of information sources including its database of potentially contaminated sites, information provided by developers and third parties, and the advice from the Council's Environmental Health department.



Policy RE9: Land quality

Planning applications where proposals would be affected by contamination or where contamination may present a risk to the surrounding environment, must be accompanied by a report which:

- a) details the investigations that have been carried out to assess the nature and extent of contamination and the possible impacts it may have on the development and its future users, biodiversity, the natural and built environment; and
- b) sets out detailed mitigation measures to allow the development to go ahead safely and without adverse effect, including, as appropriate:
 - i. removing the contamination;
 - ii. treating the contamination;
 - iii. protecting and/or separating the development from the effects of the contamination;
 - iv. validation of mitigation measures.

Where mitigation measures are needed, these will be required as a condition of any planning permission.

5. Protecting and enhancing Oxford's green and blue infrastructure network

It is important to ensure that Oxford is a healthy and attractive place to live, work and visit, that biodiversity is protected and enhanced where possible, and that the city is able to deal with the impacts of climate change. Green spaces and our waterways play a very important role in helping to achieve this. In a compact city where development needs to be accommodated, it is the quality and accessibility of a network of spaces that will be important.

i. Green and Blue Infrastructure Network

- 5.1 Oxford benefits from a wide range of green spaces such as parks, amenity space, natural and semi-natural spaces, historic sites, floodplains and sites of importance to biodiversity and nature conservation. The Blue Infrastructure Network is interwoven and interlinked with the Green Infrastructure Network, and enhances the experience and function of it. The key waterways are the River Thames, River Cherwell and the Oxford Canal. There are also many brooks and streams, for example Bayswater Brook and Northfield Brook, which often form part of wildlife and movement corridors. These green and blue spaces and features perform important functions both individually and as part of a wider network:
- **Social Functions** contributing to health and wellbeing, heritage, sense of place and tranquillity
 - **Environmental Functions** supporting biodiversity, water management and air quality
 - **Economic Functions** supporting jobs, tourism and an attractive business environment
- 5.2 It is important to protect a network of green and blue spaces across Oxford for different needs such as recreation, biodiversity and flood protection. The Oxford Green Infrastructure Study identifies Oxford's green spaces and assesses their social, environmental and economic functions. This information has been used to identify a network of multi-functional green spaces, many of which are part of the network of watercourses that require protection through the Local Plan as part of the Green and Blue Infrastructure Network.
- 5.3 To maintain the existing recreational resource of waterways in the city for residents and visitors it is important to prevent the loss of existing water-based recreational facilities, including centres for boating activities such as college boathouses, boat hire bases, boat passenger services, rowing clubs and businesses providing support services for boat users. The importance of the network of waterside paths for cycling, running and walking should also be protected and enhanced.
- 5.4 Most of the city's parks have a range of functions and are an important recreational resource. These are protected as part of the Green and Blue Infrastructure Network. Some open spaces have a specialist function that is protected, which might be biodiversity, Green Belt, allotments or open air sports. These sites might be in or outside of the Green and Blue Infrastructure

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A strong community



A healthy place



Network. Policies G2, G3, G4, and G5 set out specific considerations in relation to these sites. Any open space shown on the Policies Map as protected by Policy G1, G2, G4 or G5 is considered to have public value and to meet the definition of open space set out in the Glossary. The requirements of Policy G1 apply to all sites designated as such on the Policies Map, even if they are also protected by G2, G3, G4 or G5.

Policy G1: Protection of Green and Blue Infrastructure Network

Green and open spaces and waterways of the Green and Blue Infrastructure Network are protected for their social, environmental and economic functions and are defined on the Policies Map.

Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.

Any loss of water-based recreation facilities, support services for boat users or other facilities that enable the enjoyment of the blue infrastructure network, must be replaced by a facility in another equally accessible and suitable location.

ii. Protection of biodiversity and geo-diversity

- 5.5 Oxford benefits from a concentration of high-quality, ecologically important sites. Designated sites range in a hierarchy from internationally protected sites to nationally and locally designated sites. The Oxford Meadows Special Area of Conservation (SAC), part of which is within Oxford's boundary, has been designated by the European Commission because of its international importance for biodiversity interest. There are also 12 Sites of Special Scientific Interest (SSSIs), designated by Natural England for their national interest. Many sites also have a local nature conservation interest and are protected as Local Nature Reserves, Local Wildlife Sites (LWS) or Oxford City Wildlife Sites (OCWS) (see Glossary definition). Oxford City Council offices hold a copy of the "Living List" of locally designated biodiversity sites, and online mapping is kept updated. This list of sites will be reviewed and maintained throughout the Local Plan period. There are also undesigned sites that support nationally or internationally protected species, Red Data Book species or habitats and species of principal importance (listed under S41 of the Natural Environmental and Rural Communities Act, 2006).

The Biodiversity Impact Assessment metric

- 5.6 Green spaces that do not have local or national protection for their wildlife value, or do not support protected species and habitats, are still likely to have some biodiversity value, which could often be mitigated by improvements to remaining green spaces, or the introduction of green roofs and walls, for example. If any biodiversity loss cannot be avoided or mitigated on-site, then biodiversity compensation may be acceptable.
- 5.7 Where mitigation or compensation measures are proposed, a biodiversity metric should be applied for all major developments on greenfield sites or

brownfield sites where vegetation has developed. The biodiversity metric should be used to calculate the biodiversity value of a site before and after development; this calculation shows whether the development is likely to cause a loss or gain to biodiversity. There are a number of recognised biodiversity accounting metrics that have been developed, including one developed locally by Thames Valley Environmental Records Centre²⁴. The biodiversity calculators take account of the fact that it will take time for a new habitat to get to a target condition, and often a larger area will be required to compensate for loss of a site. The Biodiversity TAN provides advice on available biodiversity calculators and their use.

Policy G2: Protection of biodiversity and geo-diversity

Development that results in a net loss of sites and species of ecological value will not be permitted.

Sites and species important for biodiversity and geodiversity will be protected. Planning permission will not be granted for any development that would have an adverse impact on sites of national or international importance (the SAC and SSSIs), and development will not be permitted on these sites, save where related to and required for the maintenance or enhancement of the site's importance for biodiversity or geodiversity.

Development proposed on land immediately adjacent to the SSSIs should be designed with a buffer to avoid disturbance to the SSSIs during the construction period.

On sites of local importance for wildlife, including Local Wildlife Sites, Local Geological Sites and Oxford City Wildlife Sites, on sites that have a biodiversity network function, and where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be permitted in exceptional circumstances whereby:

- a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and
- b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and
- c) where this is shown not to be feasible then compensation measures will be required, secured by a planning obligation.

Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity. For all major developments proposed on greenfield sites or brownfield sites that have become vegetated, this should be measured through use of a recognised biodiversity calculator. To demonstrate an overall net gain

²⁴ <http://www.tverc.org/cms/content/biodiversity-impact-assessment>.



for biodiversity, the biodiversity calculator should demonstrate an improvement of 5% or more from the existing situation. Offsetting measures are likely to include identification of appropriate off-site locations/projects for improvement, which should be within the relevant Conservation Target Area if appropriate, or within the locality of the site. When assessing whether a site is suitable for compensation, consideration will be given to the access, enjoyment and connection to nature that the biodiversity site to be lost has brought to a locality. A management and monitoring plan might be required for larger sites. The calculation should be applied to the whole site.

iii. Green Belt

- 5.8 Green Belt is a strategic planning policy tool designed primarily to prevent the spread of development and the coalescence of urban areas. The Oxford Green Belt offers important protection to the historic setting of the city and it must continue to be protected where it is important to this aim.
- 5.9 Through a Green Belt review process associated with the preparation of this Local Plan some sites in the Oxford Green Belt have been identified for release. Details of the approach to particular sites proposed for release from the Green Belt and of the sites released from the Green Belt are given in Chapter 9. It is important that the remaining areas of Green Belt are protected in accordance with the National Planning Policy Framework, in order that their function and purpose of protecting Oxford's historic setting is retained.

Policy G3: Green Belt

Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy.

The Green Belt Boundary is defined on the Policies Map.

iv. Allotments and community food growing

- 5.10 Allotments are important community spaces, enabling people to grow food close to their homes. They can provide benefits to physical and mental health and well-being, sustainability and biodiversity. An increase in population is likely to lead to an increased demand for allotments. Increased housing densities also mean that there is likely to be less garden space available and allotments and other areas available for community food growing will be particularly important to enable people to grow their own food. The Oxford Green Spaces Strategy notes the importance of allotments being available close to homes. There are waiting lists for many allotment sites in Oxford, and most sites are in full or almost full active cultivation, demonstrating a strong demand for allotment space in the city. These are an important recreational and community resource requiring protection and, where

possible, enhancement by the provision of better facilities or by bringing unused plots back into use. Allotments are protected because of their various benefits. Some are also protected as part of the Green Infrastructure Network. The City Council will support attempts by allotment associations to widen the community role of their allotment sites, to enhance sites and bring any disused plots back into cultivation.

Policy G4: Allotments and community food growing

Planning permission will not be granted for development that results in the loss of protected allotment sites or plots. Protected allotment sites are shown on the Policies Map.

On new residential developments of 50 or more dwellings, the provision of new community food growing space may form part of the open space provision required under Policy G9.

v. Outdoor sports

- 5.11 Oxford possesses many playing fields and other areas for outdoor sports, such as tennis courts. These are an important recreational resource requiring protection and, where possible, enhancement by the provision of better facilities.
- 5.12 Many outdoor sports areas are owned by colleges or private schools and are not necessarily available for public use, which means that there is a lot of potential to increase public use of sports pitches, for example through joint use agreements.
- 5.13 Many outdoor sports areas are of special significance for their contribution to other green space functions, such as being part of the biodiversity network. These are also designated as part of the Green and Blue Infrastructure Network. It is important to protect outdoor playing pitches because of the city's shortfall and anticipated growth in the population of Oxford over the Plan period, and also because any outdoor sports space has potential to be improved to increase its benefits.
- 5.14 Replacement facilities should be better in terms of quantity and quality. In suitable circumstances, the alternative provision could be in the form of significant improvements to existing outdoor sports facilities, such as the provision of pavilions/changing facilities, improved drainage or an all-weather surface, 3G pitches and floodlights, which would enable it to be more intensively used as an all-weather facility. Where this increased quality would also lead to significantly increased capacity beyond that which already existed, then this is likely to be considered an acceptable replacement.
- 5.15 School playing fields are considered important outdoor sports facilities and are protected as such. In exceptional circumstances, the City Council will grant permission for the development of a school playing field where it is satisfied that the local education authority has investigated and established that the site will not be required in the longer term (up to 2036) for school playing field or school use, and it is not part of the Green Infrastructure Network.



- 5.16 There is great potential in Oxford to enhance the public accessibility of open space. The City Council will work with private landowners to increase access to existing green spaces and to seek public access to private and institutional facilities through sharing schemes and joint user agreements which will be secured through a planning condition or a planning obligation. This will be important to ensure there remains excellent access to sport and recreation facilities as Oxford's population continues to grow.
- 5.17 Indoor sport and recreation facilities (see Glossary definition) are also important to supporting the health and wellbeing of communities. Often these facilities are linked to outdoor facilities and help enhance their usefulness and capacity, for example changing rooms and pavilions. Indoor sport and leisure facilities are also protected pursuant to Policy G5 unless they are shown to be surplus or are to be replaced. Some indoor sport and recreation facilities have a much wider community function. These facilities will be also be considered as community facilities and proposals relating to these will be considered under Policy V7.

Policy G5: Existing open space, indoor and outdoor sports and recreation facilities

The City Council will seek to protect existing open space, sports and recreational buildings and land.

Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use

Outdoor sports facilities:

Consideration will be given to the need for different types of sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant.

Outdoor Sports facilities are shown on the Policies Map.

The City Council will, where the opportunity to do so arises, seek public access to private and institutional facilities through sharing schemes and joint user agreements.

vi. Residential garden land

- 5.18 Development on residential gardens has made a significant contribution to Oxford's new housing stock in recent years. However, large areas of adjoining private gardens can add to the character of an area. They can provide wildlife habitats, a store for surface water following rainfall, and cumulatively help to regulate local and global climate.
- 5.19 Policy G6 is designed to strike a balance between the contribution of gardens to local character, and the need to ensure that suitable land can be used for well-designed residential development. Development can continue to come forward on appropriate sites in residential areas, but the policy also ensures that any negative impacts on biodiversity or townscape are properly dealt with. In applying Policy G6, the City Council will expect all existing houses to retain an area of private garden. The definition of residential garden land is set out in the Glossary.

Policy G6: Residential garden land

Planning permission will be granted for new dwellings on residential garden land provided that:

- a) the proposal responds to the character and appearance of the area, taking into account the views from streets, footpaths and the wider residential and public environment; and
- b) the size of plot to be developed is of an appropriate size and shape to accommodate the proposal, taking into account the scale, layout and spacing of existing and surrounding buildings, and the minimum requirements for living conditions set out in Policies H15 and H16; and
- c) any loss of biodiversity value on the site will be fully mitigated, and where practicable measures to enhance biodiversity through habitat creation or improvement are incorporated.

vii. Protection of existing Green Infrastructure features

- 5.20 Green infrastructure features include hedgerows and trees. Existing green infrastructure features should be incorporated in new developments wherever possible.
- 5.21 Trees perform a number of important functions. Individual trees, groups of trees, areas and woodlands can have amenity value relating to the character and appearance of a site and its setting. The urban tree population as a whole is also important in terms of ecosystem services such as reducing flooding, modifying the urban heat island effect, supporting biodiversity, reducing air pollution and carbon sequestration and storage. In cities these benefits often correlate to the tree canopy cover of the tree population, or 'urban forest', as a whole. Therefore developments should incorporate established trees as well as the planting of new trees. In addition to protecting existing trees that are important for amenity in an

area, consideration should be given to protection and enhancement of tree canopy cover. Policy G7, sets out the approach to be taken if protection of trees is not feasible, as part of the development.

Policy G7: Protection of existing Green Infrastructure features

Planning permission will not be granted for development that results in the loss of green infrastructure features such as hedgerows, trees or woodland where this would have a significant adverse impact upon public amenity or ecological interest. It must be demonstrated that their retention is not feasible and that their loss will be mitigated.

Planning permission will not be granted for development resulting in the loss or deterioration of ancient woodland or ancient or veteran trees except in wholly exceptional circumstances. Planning permission will not be granted for development resulting in the loss of other trees, except in the following circumstances:

- a) it can be demonstrated that retention of the trees is not feasible; and
- b) where tree retention is not feasible, any loss of tree canopy cover should be mitigated by the planting of new trees or introduction of additional tree cover (with consideration to the predicted future tree canopy on the site following development); and
- c) where loss of trees cannot be mitigated by tree planting onsite then it should be demonstrated that alternative proposals for new Green Infrastructure will mitigate the loss of trees, such as green roofs or walls.

viii. New public open spaces and incorporation of Green Infrastructure features in new development

- 5.22 New residential development brings new people to an area, which increases demand on public open spaces. Larger developments which are more self-contained in particular require some on-site public open space. Usable public spaces will be small parks which should have a variety of uses, for example a nature area, seating, a playground and a kick-about area. The aim of the policy is to achieve on-site public open space provision on sites where a large enough area could be provided to be useable and worthwhile public open space. Where appropriate, applicants will be expected to enter into a legal agreement to ensure that the new public space is properly maintained, by means of a financial contribution to the City Council. If the City Council agrees that on-site provision is not practical, a financial contribution may instead be accepted towards alternative provision in the area.

Biodiversity enhancement

- 5.23 Opportunities should be taken to enhance biodiversity and create new habitats in new developments. This will be through incorporation and enhancement of existing features where possible, or through additions such as bird and bat boxes, and landscape planting which helps to maintain and create wildlife corridors. These measures should be proportionate to the size of development proposed.
- 5.24 The Conservation Target Areas project identifies area of significance at county level as areas where conservation action will have the greatest benefit. It is important to restore and manage these habitats for biodiversity and landscape interest. Four Conservation Target Areas are found within Oxford, which are Oxford Meadows and Farmoor CTA, Shotover CTA, Thames and Cherwell at Oxford CTA, Oxford Heights West CTA.

Green and brown roofs and walls

- 5.25 Green roofs and walls are simply roofs or walls that have been intentionally covered, in whole or in part, in vegetation. Green and brown roofs and walls can bring many benefits. In an urban area such as Oxford, where there is pressure to make the most of land and where there are areas of flood risk, utilising roof space and walls to bring as many benefits as possible is particularly important. They can introduce valuable habitats to urban areas and are particularly effective in combination with other biodiversity enhancements. The costs associated with providing green/brown roofs will vary according to the specification (including potential structural design implications to take into account any additional weight), but will not add substantial costs to a development scheme. However, green roofs and walls can increase the life expectancy of the roof or wall and to increase development value and roof lifetimes. Green or brown roofs and walls should be designed with consideration of the particular needs of the scheme. The potential benefits of introducing green roofs and walls include:
- adaptation to climate change through insulation and thermal efficiency;
 - supporting biodiversity;
 - reducing rainwater run-off;
 - aesthetic and amenity value including amenity space for food production or relaxation;
 - increasing energy efficiency;
 - sustainable drainage-decreasing the quantity or run-off and increasing quality;
 - managing air quality;
 - reduced noise levels;
 - improvements to appearance and resilience of the building;
 - creating a microclimate that enhances the operating efficiency of PV panels.

Accessibility of public open space and enhancement to the recreational value of the Green and Blue Infrastructure Network

- 5.26 Oxford possesses a well-used network of footpaths, bridleways and towpaths, which provide valuable public access to Oxford's green spaces, and which often have intrinsic value as an important element of the enjoyment of green and blue infrastructure. They also often form, or have potential to form, an important part of Oxford's off-road walking and cycling routes, including as commuter cycle routes. Where a site is to be developed close to a local footpath, bridleway or towpath, consideration should be given to how development could lead to improvements to and integration with the active travel network.

Green and brown roofs and walls can bring many benefits.



- 5.27 There is potential to develop the recreational uses of each of the watercourses provided this is done without a detrimental impact on the waterside environment and biodiversity, particularly protected species. On the Thames there is the potential to develop modern river sport facilities on land adjoining Donnington Bridge Road, catering for sports such as rowing, canoeing and sub-aqua. The Cherwell will continue to be used for informal recreation such as punting.

Policy G8: New and enhanced Green and Blue Infrastructure Network Features

Development proposals affecting existing Green Infrastructure features should demonstrate how these have been incorporated within the design of the new development where appropriate. This applies to protected and unprotected Green Infrastructure features, such as hedgerows, trees and small public green spaces.

All proposals requiring a Design and Access Statement²⁵ should demonstrate how new or improved green or blue infrastructure features will be incorporated, which should contribute to the following, except where not relevant:

- i. public access
- ii. health and wellbeing, considering opportunities for food growing, recreation and play
- iii. biodiversity
- iv. creating linkages with the wider Green Infrastructure Network (and the countryside)
- v. climate change (including flood risk and sustainable drainage)
- vi. character/sense of place
- vii. SuDS
- viii. connectivity of walking and cycling routes

Proposals for green or brown roofs and walls will be supported. All major developments that include flat or gently sloping roofs should incorporate green or brown roofs where feasible, which should be designed to be low maintenance, or if they are not a maintenance plan should be provided.

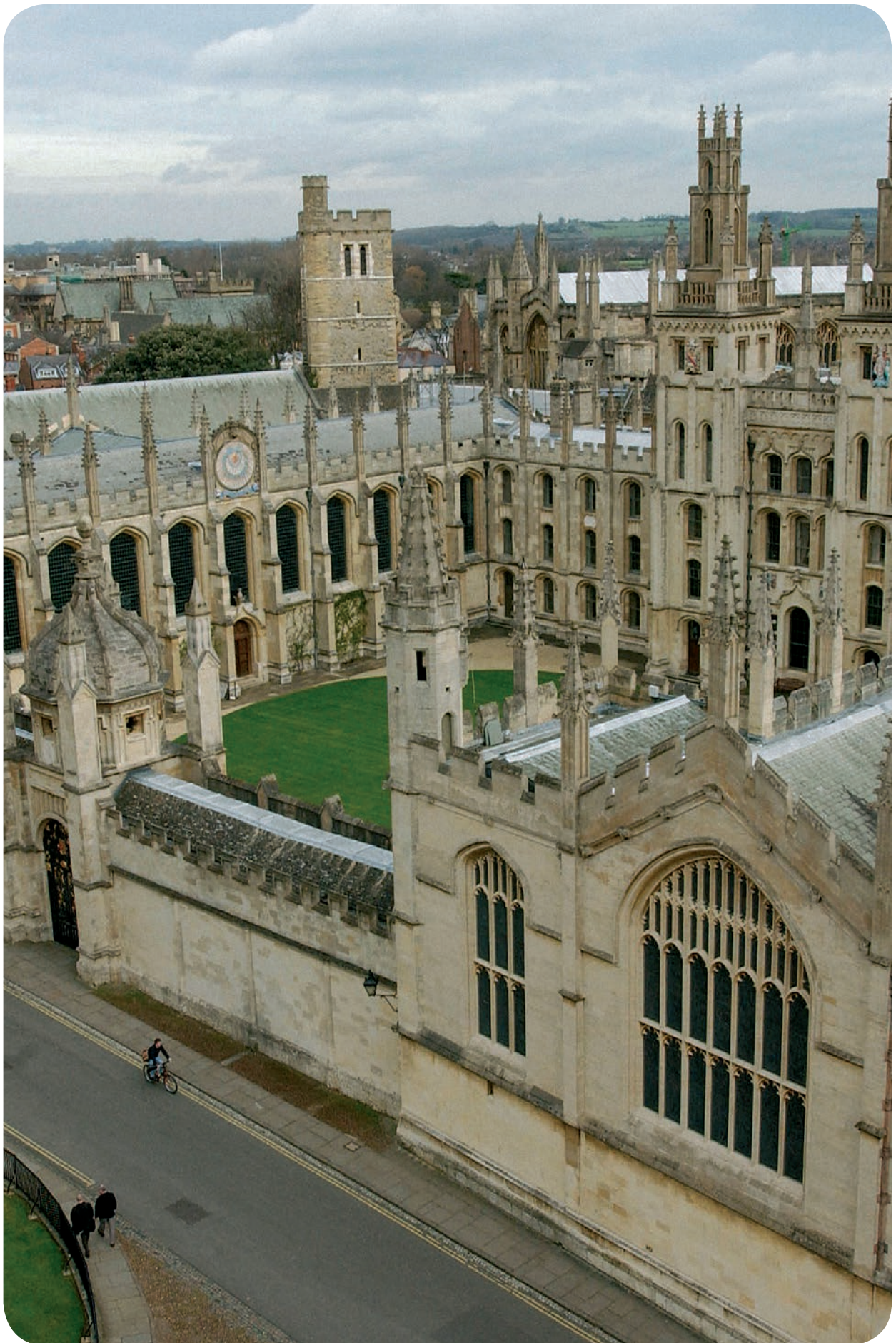
For residential sites of 1.5 hectares and above, new public open space of 10% of the area covered by residential development is required. For mixed-use sites, the area of residential use should be used for that calculation, and 10% of that space used as public open space. Where appropriate, applicants will be expected to enter into a legal agreement to ensure that the new public space is properly maintained, by means of a financial contribution to the City Council.

²⁵ The requirement for a Design and Access Statement is set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013, and is:
(a) development which is major development;
(b) where any part of the development is in a designated area, development consisting of:
(i) the provision of one or more dwellinghouses; or
(ii) the provision of a building or buildings where the floor space created by the development is 100 square metres or more.

Planning permission will only be granted for developments that affect, or are likely to increase the use of Public Rights of Way if, by planning condition or planning obligation, they safeguard and improve or add to the Public Rights of Way network.

Planning permission will be granted for new water-based recreation facilities or extensions to existing facilities except where they would create unacceptable adverse environmental impacts or effects, or have an adverse effect on the environmental quality of Oxford's waterways and their surroundings.





6. Enhancing Oxford's heritage and creating high quality new development

Oxford is a world-renowned historic city with a rich and diverse built heritage. It is highly recognisable by its iconic skyline and its architecture. Oxford is also a dynamic city that must adapt and change. High quality design is key to managing this change positively, for the continued success of the city. Successful new design and the conservation and enhancement of the heritage of Oxford should not be separated. Managing change in a way that respects and draws from Oxford's heritage is vital for the continued success of the city.

The value and benefits of good design and improvements to quality of life are so significant that good design is not a nice extra, it is essential. A successfully designed scheme will be a positive addition to its surroundings. It may blend in or stand out, but it should not detract from existing significant positive characteristics in the area, and it may add interest and variety. A well designed scheme will meet the needs of all users and will stand the test of time.

i. High quality design and placemaking

Responding to site character and context

- 6.1 A rigorous design process and design-led solutions are crucial to achieving new developments of high quality. Design should have a clear rationale and be informed by the unique characteristics of the site and its setting. To enable decision makers to properly understand and assess the final design, the design process must be clearly explained and justified. The design evolution should follow a logical order of morphological layers, as set out below.

Contextual analysis of the site and its setting

- 6.2 All new development should be informed and inspired by the unique characteristics of the site and its setting, and these considerations should go beyond the red line of the application site to adopt a truly placemaking approach. This contextual analysis must be the starting point for designing new development and this information should be set out in support of any pre-application enquiry or planning application. The contextual analysis should consider the history and development of the site and surrounding area, landscape structure, biodiversity, the pattern, character and appearance of streets, buildings and spaces. The level of detail in the analysis should be proportionate to the scale and complexity of the development proposals. As part of the contextual analysis, a constraints and opportunities plan should be created which will help visually draw out these crucial elements of the design development. Unique site features identified will present an opportunity to shape design and offer the

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opportunity for reinforcing existing character or creating an individual character drawing on the context. Constraints identified will help provide clarity about potential issues and open up the opportunity to explore imaginative solutions to them. Appendix 6.1 contains more information about what should be included in as part of the contextual analysis and constraints and opportunities plan. Existing site features can include, the topography, views in and out and across, points of connection, existing natural features and established character, but this list is not exhaustive.

- 6.3 Regardless of the scale of development, it is likely that the site and its setting will contain biodiversity or at least it should present the opportunity for enhancement of this resource. The site will also be located within an established landscape framework and may well contain natural features such as trees, interesting topography and water courses, for example. It is essential to identify these features first to ensure that they can be integrated as early as possible into the site layout. At the earliest stage the site's natural resources should be understood so that the placement of buildings later makes the most of these opportunities. These will include the amount of daylight and sunlight it receives as well as climatic conditions like wind. Where possible, existing trees and planting should be retained, as this will help to establish character and provide interest more quickly. This design approach can also help to integrate new development with the surrounding area.

Site layout informed by contextual analysis and movement needs

- 6.4 The streets and paths we use are some of the most enduring features of our built environment and Oxford has many excellent examples of highly permeable street networks such as those found in the historic core, East Oxford and Jericho. New development should seek to provide a clear hierarchy and choice of routes as well as direct and convenient access and must be designed for different modes of transport and different users, particularly encouraging walking and cycling. The quality of all routes in terms of how different people will experience them must be a key consideration, avoiding inactive edges and narrow pavements for example. Routes must be designed with all users in mind so that they are truly accessible.
- 6.5 Depending on the street hierarchy, different streets will have different functions and require different designs and treatment, from a tree lined, formal, primary street to a calmer, narrower, tertiary street. Focal points and landmark buildings help aid people's understanding of a place and can create memorable routes as well as variety and interest.

Design of external areas

- 6.6 Investing in the quality of the public realm and the space between buildings is as important as investing in the quality of new buildings, all of which together, create the places in which we live, work, visit and enjoy. Design should always be inclusive and the design of the public realm and outdoor spaces should cater for all potential users.

Moreover, the design of external spaces should seek to create opportunities for people to engage with a place through their senses.

- 6.7 Good quality landscaping is a fundamental part of successful outdoor spaces. It is essential that landscape schemes/designs are evolved alongside architectural designs to ensure that there is a strong relationship between buildings and spaces. Trees and plants are important elements of any landscape scheme as they provide visual interest, adding colours, shapes

The quality of all routes in terms of how different people will experience them must be a key consideration...

and textures that provide a foil to buildings, helping to frame outside spaces and make them more attractive. The careful choice of hard surface materials can have a big impact on the success and overall quality of outdoor spaces. In selecting materials for hard surfacing, thought should be given to their durability, compatibility with the local context, and relationship with the overall design vision. It is also important to consider practical issues of any landscape scheme, such as lifespan (it is important that the benefits are long term) and how maintenance requirements will be managed over time.

The built form

- 6.8 Oxford has a rich legacy of buildings from iconic architectural set pieces to smaller domestic, medieval houses in the historic core and locally distinctive buildings within the many villages that now form part of the city. There is therefore a wealth of inspiration in terms of building form and character and great opportunity for creative, high quality complementary character to enhance the existing built form.
- 6.9 New buildings and alterations to existing buildings should be of high quality design. They should respond appropriately to the existing form, materials and architectural detailing and should not have adverse impacts on existing and neighbouring buildings. Placement, style and proportions of doors and windows will be important, as will the choice of materials.

Public art

- 6.10 Public art is an excellent way to add interest, create a sense of place and provide a focal point. The public art could contribute to creating local distinctiveness, by saying something about the place it is in. It might reflect a historic use or event of the area, or the purpose of the new development. It can inject fun, quirkiness and a sense of personality. The Council will work with developers to bring about the incorporation of public art into schemes where this is important to establish or reinforce a sense of place and identity. Public art should not be seen as an embellishment of a scheme or appear as an add-on or afterthought. Rather, it should be part of design considerations from the start and integrated into the overall design concept. A temporary piece, an event or a curated space might be accepted if they offer something worthwhile. Creating multi- functional public art might help to achieve a well-loved design, for example public art that can be used as seating.

Secure by design

- 6.11 High quality design means creating places that are safe for all, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. New developments should be designed to meet the principles and physical security standards of the police's Secure by Design scheme²⁶. Secure by Design is proven to reduce crime and anti-social behaviour and provides a well-established approach for designing developments to minimise opportunities for criminal and anti-social behaviour, and for creating spaces that reduce the fear of crime.

Design review and the pre-application process

- 6.12 Design quality should be considered throughout the evolution and assessment of proposals. Early discussion between applicants, the local planning authority and local community about the design of emerging schemes is important for clarifying expectations and allowing for the opportunity for creative ideas and problem solving to add value.

**The Council
will work with
developers to
bring about the
incorporation of
public art into
schemes**

²⁶ www.securedbydesign.com/guidance/design-guides



- 6.13 The City Council will ensure that they have appropriate tools and processes for assessing and improving the design of development. These include internal design advice and review arrangements, which should be used as early as possible in the evolution of schemes. The Council has established a Design Review Panel which operates under the nationally accepted Design Review Principles and Practice guidance document. It is encouraged that all major development proposals are assessed by the Council's in-house design team and then by the Panel as part of the pre-application process, in order that designs can be reviewed and improved at the informative stage prior to the formal determination of the application.
- 6.14 In assessing applications, the Council will have regard to the outcome from these processes, including any recommendations made by Design Review Panel. However, the design review panel will always remain as an advice panel and the Council will not fetter its discretion in the determination of a planning application.

Policy DH1: High quality design and placemaking

Planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness.

All developments other than changes of use without external alterations and householder applications will be expected to be supported by a constraints and opportunities plan and supporting text and/or visuals to explain their design rationale in a design statement proportionate to the proposal (which could be part of a Design and Access Statement or a Planning Statement), which should cover the relevant checklist points set out in Appendix 6.1.

Planning permission will only be granted where proposals are designed to meet the key design objectives and principles for delivering high quality development as set out in Appendix 6.1.

ii. Views and building heights

- 6.15 Land is scarce in Oxford and there is an imperative to use land efficiently. Taller buildings can positively contribute to increasing density, enabling a more efficient use of land, and may also be an appropriate built response to the existing context.
- 6.16 In Oxford, particular care should be taken to consider whether a new development might be in the setting of the buildings that create the iconic 'dreaming spires'. These buildings are a collection of nationally and internationally important buildings of historic and architectural significance. They sit in a compact area in the core of Oxford, which is raised slightly on a gravel terrace, giving more prominence to these historic buildings and meaning that Oxford's unique skyline can be viewed as a single entity whose composition varies according to the direction of viewing. Oxford's iconic historic skyline means that particular care needs to be taken over

the design and placement of taller buildings. Taller buildings should not negatively impact on views of the iconic skyline. The impact on views from the historic core to the green hills surrounding Oxford is also important to consider.

- 6.17 The skyline is characterised by its many pinnacles and the ‘spikiness’ of its silhouette. The fragility and small height and volume of the spires means the character of the skyline is particularly vulnerable to change and could easily be eroded by any bulky element in the skyline.

Building heights and views

- 6.18 It is important that design choices about building heights are informed by an understanding of the site context and the impacts on the significance of the setting of Oxford’s historic skyline, including views in to it, and views within it and out of it. Taller buildings will be possible in many locations, but they must be designed to ensure they contribute to the existing character, and do not detract from the amenity of their surroundings.
- 6.19 Guidance is contained in the Oxford High Buildings Study about the design of high buildings. The aim will be to ensure that variability and interest in the skyline is maintained.

The historic core area

- 6.20 Although from certain points of view the towers and spires that make up the historic skyline seem to be spaced very widely, the area from which the silhouette emerges is, in fact, very compact and does not extend far beyond the old city wall within the central core. The area within a 1,200 metre radius of Carfax tower (defined on the Policies Map as the Historic Core Area) contains all the buildings that comprise the historic skyline. New buildings within the Historic Core Area have high potential to interfere with the character of the skyline, especially if their height is above that of Carfax Tower. These will be developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260ft) (whichever is the lower).

View cones

- 6.21 View cones are drawn as triangles from important viewing points to encompass the width of the area containing buildings that constitute Oxford’s historic skyline. The 10 identified view cones do not represent an exhaustive list of viewing points that provide an important view of Oxford’s skyline. There may be glimpses of the famous skyline in other locations, and tall buildings in particular that are proposed outside of the view cones might still have an impact on the historic skyline.
- 6.22 Within view cones, proposed new buildings must not detract from the skyline and composition and even where they will not intrude directly on to it, their effect as a frame to it must be considered. However, it is not just a bulky intrusion into the skyline that might be damaging; the foreground is also an important element of a view. Development of a low and uniform height that does not recognise the importance of rooftop detailing and modulation can detract from the view of the skyline in the whole, as well as having a negative effect on townscape.
- 6.23 A View Cones Assessment (2015) has been endorsed by the City Council and is published on the City Council’s website. It examines the significance of views, identifying their special qualities. The View Cones Assessment sets out a methodology for heritage assessment of the Oxford views and applies

The fragility and small height and volume of the spires means the character of the skyline is particularly vulnerable to change



this to each of the 10 view cones. It describes and analyses the important features of the view cones. The Study enables a greater understanding of the significance of all parts of the view, not just the skyline. It is designed to aid understanding of the impact of proposals on views, and should be referred to, understood and reflected in designs within the View Cones and the setting of View Cones that might impact on the experience and heritage significance of the view. The contribution of elements of each view is described. A simplified render has been developed for each view and key characteristics are picked out with labels. This analysis should be used to help judge and explain the impact of any proposed development within view cones on the overall view. It should be remembered that, while some protected views are partly obscured by tree cover (especially in the summer) trees may become managed in the views in the future, so protection of the views is still important.

- 6.24 Some views are from points outside the City Council's administrative boundaries. The City Council will work with Vale of White Horse to ensure these view are protected.

Roofscape and views

- 6.25 Even where buildings do not intrude directly into the skyline they may form a frame to it and have to be designed accordingly. To create more visual diversity that enhances the experience of the skyline, articulation of roofscape, and relatively short units of building are encouraged, with features to create a break in the line.
- 6.26 A maximum ridge or parapet length of 25 metres without either a substantial vertical or horizontal break or interrupting features is the guideline that will be followed for Oxford's skyline. The City Council will resist the loss of any features, such as chimneys, if the loss would result in a simplification of the skyline.

Quality design of high buildings

- 6.27 Certain aspects of the design of high buildings require particular and specific consideration. Whether a building is considered a high building will depend on the context. The High Buildings Guidance Technical Advice Note (TAN) should be referred to. This includes guidance on differing heights across the city where the impacts from those heights will be minimal. Higher buildings may still be appropriate. The TAN also sets out design considerations for exceeding those heights. Policy DH2 sets out the requirements for technological representations of the visual impact of high buildings; non-technical representations may also be appropriate. Higher buildings will often be appropriate in district centres and on arterial roads. The massing, orientation, roofline, materials (including colour) and the relation of the building to the street will also be important. Taller buildings will need to be designed to avoid potential negative impacts of overshadowing, reduced internal natural light and wind-tunnel effects.

Higher buildings will often be appropriate in district centres and on arterial roads.

Policy DH2: Views and building heights

The City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford's historic skyline.

Planning permission will be granted for developments of appropriate height or massing, as demonstrated by the following criteria, all of which should be met:

- a) design choices regarding height and massing have a clear design rationale and the impacts will be positive; and
- b) any design choice to design buildings to a height that would impact on character should be fully explained, and regard should be had to the guidance on design of higher buildings set out in the High Buildings Study TAN. In particular, the impacts in terms of the four visual tests of obstruction, impact on the skyline, competition and change of character should be explained; and
- c) it should be demonstrated how proposals have been designed to have a positive impact through their massing, orientation, the relation of the building to the street, and the potential impact on important views including both in to the historic skyline and out towards Oxford's green setting.

The area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260 ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height should be limited in bulk and must be of the highest design quality. Applications for proposed development that exceeds that height will be required to provide extensive information so that the full impacts of any proposals can be understood and assessed, including:

- i. a Visual Impact Assessment, which includes the use of photos and verified views produced and used in a technically appropriate way, which are appropriate in size and resolution to match the perspective and detail as far as possible to that seen in the field, representing the landscape and proposed development as accurately as possible
- ii. use of 3D modelling so that the impact of the development from different locations can be understood, including any view cone views that are affected; and
- iii. an explanation of what the impacts will be in terms of the four visual tests of obstruction, impact on the skyline, competition and change of character; and



- iv. reference to how the guidance in the High Buildings Study Technical Advice Note has been followed.

Any proposals within the Historic Core Area or View Cones that may impact on roofscape and the foreground part of views (including proposals where they are below the Carfax datum point, for example plant) should be designed carefully, and should meet all the following criteria:

- they are based on a clear understanding of characteristic positive aspects of roofscape in the area; and
- they contribute positively to the roofscape, to enhance any significant long views the development may be part of and also the experience at street level;

Planning permission will not be granted for development proposed within a View Cone or the setting of a View Cone if it would harm the special significance of the view.

The View Cones and the Historic Core Area (1,200m radius of Carfax tower) are defined on the Policies Map.

iii. Designated heritage assets

- 6.28 National heritage lists are administered by Historic England. Assets on the lists are of clear national significance and include listed buildings, scheduled monuments and registered parks and gardens. Oxford's historic core has a distinctive pattern of streets of Saxon origin and world-class buildings of interest from every major period of British architectural history from the 11th century onwards.
- 6.29 Oxford has around 1,200 listed buildings, of which almost a quarter are grade I and II* listed. Oxford has 15 registered parks and gardens. These Historic Parks and Gardens are protected at a national level. Several of these parks and gardens have been assessed as being part of the Green Infrastructure network. Conservation areas are also designated heritage assets. They are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Oxford has 18 conservation areas which are listed in Appendix 6.2 and defined on the Policies Map. They include a diverse range of qualities, reflecting the story of Oxford, from the medieval walled city to surrounding agricultural settlements, the open green space found in the Headington Hill Conservation Area to the meadows of the river valleys such as Wolvercote and Godstow. However, they all have the common element of containing features that link us to our past. The protection of these features needs to be properly managed, ensuring future generations will value and enjoy their special qualities.
- 6.30 Heritage assets are an irreplaceable resource, so it is vital that they are conserved in a manner appropriate to their significance. Heritage significance can be represented in an asset's form, scale, materials and architectural detail and, where relevant, the historic relationships between heritage assets. Development that affects the setting of a heritage asset should

respond positively to the assets' significance, local context and character to protect the contribution that the setting makes to the asset's significance. In particular, consideration will need to be given to impacts from development that is not sympathetic in terms of scale, materials, details and form.

- 6.31 Where development is proposed which affects a designated Heritage Asset a heritage assessment will be required that is appropriate to the level of significance of the asset. The assessment needs to explain its significance and the impacts of the proposals. Substantial harm or loss of significance should be wholly exceptional and could only be justified if it is necessary to achieve substantial public benefits that outweigh the harm or loss, taking into account the significance and benefits of conserving the asset. Conservation area appraisals (where they exist) are the starting point for understanding significance and significant features and assets of conservation areas. Use of the Oxford Character Appraisal Toolkit can aid in developing an understanding of local context and significance, and is particularly encouraged in conservation areas in order to inform design and aid understanding of its impacts. The council would be supportive of proposals that would improve upon the condition of heritage assets that are identified as being at risk of being lost as a result of neglect, decay or inappropriate development, as long as it can be demonstrated that there would be no resultant harm to their setting or their significance.

Policy DH3: Designated heritage assets

Planning permission or listed building consent will be granted for development that respects and draws inspiration from Oxford's unique historic environment (above and below ground), responding positively to the significance character and distinctiveness of the heritage asset and locality.

For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance.

An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset's significance. As part of this process full regard should be given to the detailed character assessments and other relevant information set out any relevant conservation area appraisal and management plan.

The submitted heritage assessment must include information sufficient to demonstrate:

- a) an understanding of the significance of the heritage asset, including recognition of its contribution to the quality of life of current and future generations and the wider social, cultural, economic and environmental benefits they may bring; and



- b) that the development of the proposal and its design process have been informed by an understanding of the significance of the heritage asset and that harm to its significance has been avoided or minimised; and
- c) that, in cases where development would result in harm to the significance of a heritage asset, including its setting, the extent of harm has been properly and accurately assessed and understood, that it is justified, and that measures are incorporated into the proposal, where appropriate, that mitigate, reduce or compensate for the harm.

Where the setting of an asset is affected by a proposed development, the heritage assessment should include a description of the extent to which the setting contributes to the significance of the asset, as well as an assessment of the impact of the proposed development on the setting and its contribution to significance.

Substantial harm to or loss of Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional. Substantial harm to or loss of assets of the highest significance, notably scheduled monuments, Grade I and II* listed buildings, Grade I and II* registered parks and gardens, should be wholly exceptional. Where a proposed development will lead to substantial harm to or loss of the significance of a designated heritage asset, planning permission or listed building consent will only be granted if:

- i. the harm is necessary to achieve substantial public benefits that outweigh the harm or loss; or all of the following apply:
- ii. the nature of the asset prevents all reasonable uses of the sites; and
- iii. no viable use of the asset itself can be found in the medium term (through appropriate marketing) that will enable its conservation; and
- iv. conservation by grant funding or similar is not possible; and
- v. the harm or loss is outweighed by the benefit of bringing the site back into use;
- vi. a plan for recording and advancing understanding of the significance of any heritage assets to be lost, including making this evidence publicly available, is agreed with the City Council.

Where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm must be weighed against the public benefits of the proposal. Clear and extensive justification for this harm should be set out in full in the heritage assessment.

Conservation areas are listed in Appendix 6.2 and defined on the Policies Map.

iv. Archaeological remains

- 6.32 Much of Oxford's history, especially in its historic core, lies buried beneath the ground. Listed buildings can also contain important archaeological evidence about their past, building techniques and traditions. Oxford has a rich archaeological heritage, from prehistoric times to the modern day. A better understanding and appreciation of the archaeology of Oxford and helps us to understand its heritage. Archaeological remains can't be renewed so it is essential they are managed carefully and treated with respect. It is important that Oxford's archaeological legacy is protected and where the loss of archaeological assets can be justified opportunities to investigate and record archaeological remains are fully realised when development takes place.
- 6.33 The unique archaeological heritage of the city encompasses a wide variety of asset types. Some of these are formally designated as Scheduled Monuments however many assets of comparable significance are not currently designated and warrant appropriate protection through the planning system. Notable assets include prehistoric domestic, ritual and funerary sites located across north Oxford and the remains of an important Roman pottery manufacturing industry to the south and east of city. The town is also distinctive for its middle-late Saxon urban remains, its emergence as a major cloth trading town in the Norman period and for the numerous assets associated with Oxford's development as an international centre for academic study including the remains of multiple religious institutions, academic halls and endowed colleges. Other assets of particular note include the town defences, the distinctive remains associated with the medieval Jewish Community and the Royalist Civil War defences.
- 6.34 The policy is designed to ensure that the significance of Oxford's exceptional archaeological legacy is sustained and that where the loss or harm of archaeological deposits is warranted development results in a thorough investigation of the impacted archaeology. The policy will ensure developers consider the potential existence of archaeological remains on a site at an early stage.
- 6.35 The City Centre Archaeological Area (defined on the Policies Map) has an exceptionally high concentration of archaeological remains, as do some allocated sites (noted in Chapter 9 against the relevant site allocation policies). Any significant breaking of the ground in these locations will require an archaeological assessment. An archaeological assessment may also be required outside of these areas, where it is suspected there are archaeological remains. There are known concentrations of past human activity in many parts of Oxford, and early discussion with the City Council to ascertain whether an archaeological assessment is required is strongly advised.
- 6.36 Where deposits exist, information defining the extent and character of these should be included in the planning application. Early assessment and field evaluation to inform sensitive design is recommended. Design should aim to preserve significant archaeology in situ. The presence of deposits or remains will require care in layout of designs to mitigate adverse effects that may result from poor siting of foundations, drainage features and hard landscaping. Where the loss of archaeological assets is warranted by the merits and public benefits of the development archaeological investigation and recording, public outreach, storage of artefacts and the publication and dissemination of results may be an acceptable alternative. In these cases, the potential for design that makes some acknowledgement of the understanding of the past that is gained through the archaeological discoveries should be considered. Understanding and incorporating archaeological remains into current designs will add interest and local distinctiveness.

There are known concentrations of past human activity in many parts of Oxford, and early discussion with the City Council to ascertain whether an archaeological assessment is required is strongly advised.



- 6.37 Owing to the richness of archaeological remains in Oxford, especially in the historic core, and because of the significant development pressures, many works are carried out that affect the archaeology of the central area. Such development may have cumulative impacts on certain asset types; there is a danger that allowing the recording of deposits rather than preservation in situ for several individual developments will lead to significant degradation of the archaeological record. In those cases, further work to ensure adequate contextual assessment and mitigation may be required, that takes into account cumulative impacts.

Policy DH4: Archaeological remains

Within the City Centre Archaeological Area, on allocated sites where identified, or elsewhere where archaeological deposits and features are suspected to be present (including upstanding remains), applications should include sufficient information to define the character, significance and extent of such deposits so far as reasonably practical. This information should include:

- a) a Heritage Assessment that includes a description of the impacted archaeological deposit or feature (including where relevant its setting), an assessment of its significance and the impact of the proposed development on its significance, in all cases using a proportionate level of detail that is sufficient to understand the potential impact of the proposal. The Statement should reference appropriate records (including the information held on the Oxford Historic Environment Record); and
- b) if appropriate, a full archaeological desk-based assessment and the results of evaluation by fieldwork (produced by an appropriately qualified contractor. Pre- application discussion is encouraged to establish requirements). In the City Centre Archaeological Area where significant archaeological asset types can be shown to be subject to cumulative impact from development, the desk-based assessment should contain appropriate contextual assessment of this impact.

Development proposals that affect archaeological features and deposits will be supported where they are designed to enhance or to better reveal the significance of the asset and will help secure a sustainable future for it.

Proposals which would or may affect archaeological remains or features which are designated as heritage assets will be considered against the policy approach as set out in Policy DH3 above.

Archaeological remains or features which are equivalent in terms of their significance to a scheduled monument are given the same policy protection as designated heritage assets. Proposals which affect the significance of such assets will be considered against the policy test for designated heritage assets set out in Policy DH3 above.

Subject to the above, proposals that will lead to harm to the significance of non-designed archaeological remains or features will be resisted unless a clear and convincing justification through public benefit can be demonstrated to outweigh that harm, having regard to the significance of the remains or feature and the extent of harm.

Where harm to an archaeological asset has been convincingly justified and is unavoidable, mitigation should be agreed with Oxford City Council and should be proportionate to the significance of the asset and impact. The aim of mitigation should be where possible to preserve archaeological remains in situ, to promote public enjoyment of heritage and to record and advance knowledge. Appropriate provision should be made for investigation, recording, analysis, publication, archive deposition and community involvement.

v. Local heritage assets

- 6.38 Oxford City Council maintains a list of local heritage assets known as the Oxford Heritage Asset Register (OHAR), which is a register of buildings, structures, features or places that make a special contribution to the character of Oxford and its neighbourhoods through their locally significant historic, architectural, archaeological or artistic interest. The OHAR provides the opportunity to identify those elements of Oxford's historic environment particularly valued by local communities. Buildings and structures on OHAR are not given any statutory protection from demolition.
- 6.39 The policy will ensure that heritage assets of local importance will be a material consideration when determining planning applications. The term 'local heritage assets' has the same meaning as the term 'non-designated heritage assets' in the NPPF. Locally important heritage assets can be added to the list when they are identified. The criteria for inclusion of the Oxford Heritage Asset Register are:
- heritage interest that can be conserved and enjoyed; and
 - value as heritage to the character and identity of the city, or area, or community; and
 - a level of significance greater than the general positive characteristics of the local area.
- If these criteria are met an asset can be added to the Oxford Heritage Asset Register following approval at a Planning Committee or City Executive Board. Assets can be nominated by members of the public or during the planning application process.
- 6.40 Local heritage assets and their setting often make a place special and they should be given consideration at the design stage to ensure that any adverse impacts are either avoided or mitigated and that local character is enhanced or conserved.
- 6.41 Assets within conservation areas are not included in the Oxford Heritage Asset Register. Individual assets of local heritage significance in conservation areas are identified as part of the process of preparing a conservation area appraisal. They should be considered in planning applications that affect them or their setting in the same way as assets on the Oxford Heritage Asset Register.

Policy DH5: Local Heritage Assets

Planning permission will only be granted for development affecting a local heritage asset or its setting if it is demonstrated that due regard has been given to the impact on the asset's significance and its setting and that it is demonstrated that the significance of the asset and its conservation has informed the design of the proposed development. In determining whether planning permission should be granted for a development proposal, which affects a local heritage asset, consideration will be given to the significance of the asset, the extent of impact on its significance, as well as the scale of any harm or loss to the asset as balanced against the public benefits that may result from the development proposals.

Publicly accessible recording should be made to advance understanding of the significance of any assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact.

vi. Shopfronts and signage

- 6.42 Outdoor advertisements and signs can impact on amenity and public safety, and therefore sometimes require advertisement consent. Well-designed signs and advertisements will integrate well with buildings and the character of an area as well as meeting the commercial need for the advertisement. However, obtrusive designs and unthoughtful siting of signs and advertisements can have a detrimental effect on visual amenity or on the character of an area, particularly in conservation areas.
- 6.43 The policy approach will ensure that new or changed shopfronts that require planning permission (or listed buildings consent) and adverts and signs that require advertisements consent are of a design, size and materials that complement that character of buildings they are on and the surrounding public realm. The policy will ensure visual pollution and clutter are avoided and will help to maintain Oxford's historic shopfronts. Compromises may need to be made to 'corporate' designs in particularly sensitive areas to meet the requirements of the policy, for example internally illuminated box fascias and projecting signs will not be generally appropriate in conservation areas.

Policy DH6: Shopfronts and signage

Planning permission will only be granted for new or changed shopfronts and advertisement consent will only be granted for signage and other forms of advertisement where the design, positioning, materials, colour, proportion and illumination are not detrimental to assets with heritage significance or visual or residential amenity, as demonstrated through the following criteria, all of which should be met:

- a) the design responds to and positively contributes to the character and design of existing buildings and surroundings; and
- b) public safety would not be prejudiced; and
- c) visual pollution and clutter are avoided; and
- d) historic shop fronts are retained

vii. External servicing features and stores for bikes, waste and recycling

- 6.44 Bike storage is essential in Oxford, where travel by bike is already an important mode share, and where an increase is being encouraged. Retro-fitting of bike stores can lead to poor facilities, which detract from the overall design of a development. For flats particularly, convenient, secure cycle parking needs careful thought, early in the design process.
- 6.45 Given that the total amount of waste generated in Oxford is expected to rise (due to the rise in the number of households) maximising the potential for residents to recycle as much waste as possible will be very important. Ensuring that there is adequate, well placed space for the range of bins required will enable this, and also ensuring that these bins do not detract from the appearance or amenity of the street. It should also be ensured that bins are located and stored in such a way that they can be collected efficiently.
- 6.46 Servicing features such as meter cupboards, pipes and gutters, flues, vents, satellite dishes and aerials can sometimes be designed as an integrated element of the architecture that can contribute positively to the overall design of a building or development architectural feature that benefits the overall design. Chimneys and drainpipes, for example, can help to break up the monotony of a terrace, showing the individual units within the whole. Detailing of these features can be an important contributor to the character of an area. However, servicing features can also create a cluttered appearance and detract from design of an otherwise successful development.
- 6.47 The aim of the policy is to ensure that provision for bins and bicycles is considered as an integral element of the design of a development, from the earliest stage in the design process whether they are included within the main buildings or as freestanding buildings. Consideration from an early stage in the design process will ensure that it is designed in the best way. Guidance on the numbers and sizes of bins that are required for different types of development and design and placement of stores is set



out in the City Council's Technical Advice Note on Waste Storage. This will be revised to also include advice on bike storage.

- 6.48 The policy approach seeks to ensure that careful consideration is given to the positioning, design and materials used for external servicing features. Where it would be inappropriate for them to be designed as an architectural element, they should be hidden as much as possible and located sympathetically, for example on less prominent elevations, grouped together and aligned where possible.

Policy DH7: External servicing features and stores

Bike and bin stores and external servicing features should be considered from the start of the design process. Planning permission will be granted where it can be demonstrated that:

- a) bin and bike storage is provided in a way that does not detract from the overall design of the scheme or the surrounding area, whilst meeting practical needs including the provision of electric charging points where appropriate; and
- b) external servicing features have been designed as an integrated part of the overall design, or are positioned to minimise their impact; and
- c) materials used for detailed elements such as for stores or rainwater goods are of high quality so they enhance the overall design and will not degrade in a way that detracts from the overall design.

7. Ensuring efficient movement into and around the city

Oxford has the ambition to become a world class cycling city with improved air quality, reduced congestion and enhanced public realm. Road space within the city is clearly limited and to achieve its ambition there is a need to prioritise road space and promote the sustainable modes of travel, walking, cycling and public transport.

i. Promoting sustainable travel through prioritising walking, cycling, and public transport

- 7.1 Oxford is a sub-regional hub and a focus for employment, retail, leisure, culture and tourism. The city centre has a medieval road system, with narrow streets, and areas of great heritage value. It has the ambition to become a world class cycling city with improved air quality, reduced congestion and enhanced public realm. Road space within the city is limited, so to achieve this ambition there is a need to re-prioritise road space in order to promote sustainable modes of movement, walking, cycling and public transport.
- 7.2 The City Council, in its capacity as Local Planning Authority, has a key role to deliver change to the movement network through place shaping. Although it is Oxfordshire County Council as Local Highway Authority that has responsibility for transport policy with other strategic transport decisions being taken by Highways England, the rail industry, and bus operators, the Local Plan has an important role in helping to implement and support transport projects and the principles of sustainable travel. It can have an important impact on movement in the city through its policies on density, design and location of new development, parking and requirements for infrastructure provision from new developments, in particular improvements to walking and cycling infrastructure.
- 7.3 The Plan promotes sustainable travel in the forms of walking, cycling and public transport over private car use. High quality connections by bus, rail, cycling and walking are all vital to the City's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail, medical and leisure opportunities. Cycling and walking contribute towards reducing carbon emissions and improving air quality. As forms of active travel they can assist with the adoption of healthier lifestyles and managing the use of the City's transport network more effectively.
- 7.4 An effective transportation system is fundamental to the vitality of the urban area yet the movement of people into and around Oxford continues to be a huge challenge with its highly constrained transport system. There is limited potential to increase space on the roads, therefore the use of road space must be managed carefully, particularly in the city centre, to optimise capacity. The Local Plan will support measures to maximise the opportunities for releasing road space for sustainable modes by adopting a different approach as to



how vehicles, particularly private cars, use the streets. In the city centre, there is also a need to consider how buses access the centre and circulate within it to release space for improved public realm and cycling.

²⁷ City Centre Public Realm and Movement Study Phil Jones Associates July 2018

- 7.5 The growth proposed in this Plan is supported by Oxfordshire County Council's Oxford Transport Strategy (OTS) and by a transport and movement study²⁷ for the city centre which was jointly commissioned with the County Council.
- 7.6 The OTS has been prepared by Oxfordshire County Council as part of the Local Transport Plan: Connecting Oxfordshire 2015-2031 (LTP4). LTP4 established a number of proposals that have been developed further and brought forward in more recent work, including the Oxfordshire Infrastructure Strategy (OxIS) and the National Infrastructure Commission (NIC).
- 7.7 The OTS has three components, mass transit, walking and cycling and managing traffic and travel demand. A new mass transit²⁸ network for Oxford will help meet future connectivity needs in the city. This will deliver a step-change in travel choices for diverse movements within and into the city. A city-wide walking and cycling network must include continuous pedestrian and cycle routes and high quality spaces for pedestrians in areas of high footfall. Mass transit and walking and cycling improvements will be enabled and supported by an ambitious agenda of road space reallocation, and a much stronger focus on reducing traffic demand in the city.
- 7.8 Both the City and County Councils recognise that for Oxford to function effectively there must be a radical shift away from people relying on the use of the private car towards more sustainable modes and the Local Plan policies reflect this. To prevent growth in car trips to and within Oxford, the County Council have proposals for increased Park and Ride capacity, including the addition of remote Park and Ride sites at Eynsham, Sandford, Cumnor, Lodge Hill and the A44 corridor. These sites, as well as existing Park and Ride sites, should be designed or improved- where appropriate and possible- to function as intermodal hubs that will facilitate interchange between buses, private motor vehicles and the sustainable movement modes of bicycling and walking. These will work alongside other measures, including additional demand management proposals, to help to reduce the number of car trips into the centre of Oxford and to the Eastern Arc. In addition, measures for both road and cycling improvements along the corridor routes into Oxford will be undertaken during the plan period.

²⁸ Mass transit in Oxford, will consist of rail, rapid transit (RT) and buses and coaches

Spatial strategy to encourage sustainable modes

- 7.9 The following movement specific objectives are important to ensure people are provided with efficient, attractive and sustainable ways to move throughout the city:
- Supporting the existing movement hierarchy prioritising walking and cycling and use of public transport, and reallocating road space according to this hierarchy;
 - Supporting the introduction of additional demand management measures alongside the existing measures, which may include traffic restrictions, road user charging and/or a workplace parking levy;
 - Changing traffic management, which could include the re-allocation of road space, whereby road space would be dedicated for segregated cycle routes, bus priority and the provision of wider footways and an enhanced public realm;
 - Allowing penetration of frequent public transport services and stops as close as possible to the city centre, district centres and employment and new residential sites, as well as improving interchange between modes;

Optimising the capacity of the city centre and district centres for walking and cycling by creating a comprehensive and legible network and improved public realm;

- Reducing congestion levels to ensure buses have minimum possible delay, to improve service to passengers, reduce pollution and remove the need for long schedule recovery times to provide a reliable city wide service;
- Enabling growth in public transport passenger numbers, through more efficient “rapid transit” operating principles, infrastructure and vehicles;
- Ensuring servicing and deliveries can be managed efficiently with particular focus on looking for alternatives to the first mile/last mile deliveries, for example cycle couriers; and
- Implementing the Zero Emission Zone in the city centre.

7.10 These key objectives seek to enhance the experience for people travelling to, from and within Oxford, and to make the city centre a more attractive place to be. Such measures would lead to a reduction in air and noise pollution, and a more inclusive environment with improved road safety. Air quality in the city centre is expected to improve further with the introduction of a Zero Emission Zone in the city centre²⁹. Proposals for innovative forms of sustainable travel that would help deliver these objectives will be supported.

Disabled access

7.11 Access to the city centre and district centres and other facilities, services and places of employment is essential for disabled people, regardless of their form of transport. The design and location of bus stops, footways, parking and cycling facilities should be designed with the needs of people with disabilities in mind.

Scheduled coaches and tourist coaches

7.12 Coach travel is also important as a sustainable mode of travel. Oxford has several scheduled long-distance coach routes to the centre of London, to Cambridge and to Heathrow, Gatwick, Stansted and Luton airports, which provide a popular alternative to car travel. The City Council will support the County Council in achieving the optimum routes within the city centre to reduce the negative impacts of these coaches on both public realm and air quality, whilst ensuring good access to the service remains.

7.13 Tourist coaches continue to present a challenge to the city in terms of the numbers entering the city, particularly during the summer months. Coach parking facilities will continue to be provided at the Redbridge Park and Ride site. Drop off points for coaches will continue to be provided to the north and south of the city (St Giles and St Aldates, south of Speedwell Street). Coaches will only drop off and pick up in these locations and must then leave the city centre and go to longer stay parking (at Redbridge currently). To ensure coaches adhere to these arrangements enforcement is required to prevent the city from becoming an unauthorised coach parking area.

Cowley Branch Line

7.14 The NIC recommended that the Cowley Branch Line should be reopened for passengers by the end of 2019, and a study is already underway to develop this project as part of the wider development of the Oxfordshire rail network. The reopening of the Cowley Branch Line for passenger services will bring obvious benefits for the city and is likely to lead to growth and intensification of uses at the Science Park, Business Park and in Blackbird Leys.

²⁹ www.oxford.gov.uk/info/20216/air_quality_management/1227/oxford_zero_emission_zone_zez



- 7.15 The City Council supports such a proposal, recognising the role it would play in the East- West rail links between Oxford, Milton Keynes and Cambridge and the links offered to Oxford Station and Oxford Parkway. The Local Plan seeks to assist in its delivery by working with partners to facilitate the delivery of the branch line within the plan period. The potential station locations will be safeguarded through the Local Plan, as will safeguarded routes.
- 7.16 The Plan will ensure, through the site allocation policies, that no development takes place which would inhibit the opening of the Cowley Branch Line to passenger traffic, by preventing developments which would be sensitive to noise and vibration close to the railway. The Plan will also look to safeguard bus, taxi and pedestrian and cycle routes to the rail halts, ensuring that sites around the new stations are as permeable as possible to enable good access.

Policy M1: Prioritising walking, cycling, and public transport

Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.

Walking:

In order to promote walking in the city and improve the pedestrian environment, development proposals must meet the needs arising from the development and take opportunities to achieve improvements. Proposals shall:

- a) ensure that the urban environment is permeable and safe to walk through and adequately lit, with good and direct connections both within and across the wider network;
- b) make improvements to the pedestrian environment including the provision of high quality crossings points where needed, seating, signage and landscaping; and
- c) support high quality public realm improvement works (refer to Policy DH1) and ensure that footways are sufficiently wide to accommodate the level of use.

Cycling:

In order to promote cycling in the city and ensure an accessible environment for cyclists, the Council will seek to ensure that development:

- d) provides for connected, high quality, convenient and safe (segregated where possible) cycle routes within developments and the wider networks that are permeable and can accommodate the anticipated growth in cycling;
- e) provides for accessible, conveniently located, secure cycle parking facilities in both private and publicly-accessible locations; and
- f) makes provision for high quality on-site facilities that promote cycle usage, including changing rooms, showers, dryers and lockers.

New pedestrian and cycle routes:

New (or improved) pedestrian and cycle routes are shown on the proposals map. Proposals will be expected to facilitate and deliver these links to serve needs arising from development and where opportunities arise to secure improvements. Planning permission will not be granted for development that would jeopardise future delivery of these links.

Public transport:

In order to safeguard and promote the provision of public transport in Oxford development that will add to demands on public transport should contribute towards improvements to bus network infrastructure including pedestrian and cycle routes to bus stops, shelters, passenger seating, waiting areas, signage, timetable information and infrastructure relating to zero emissions.

Financial contributions fairly and reasonably related to the development will be sought towards the cost of new or improved bus services where the direct impact of development would make such measures necessary.

The City Council will work with its partners to improve the ease and quality of access into and around Oxford by public transport, by:

- i. ensuring that road space is managed efficiently to support public transport – including rapid transit - through initiatives such as bus priority measures, infrastructure and demand management;
- ii. supporting the County Council in their management of both scheduled and tourist coaches entering and leaving the city;
- iii. improving the capacity and attractiveness of Park and Ride, particularly the development of remote sites closer to county towns;
- iv. promoting bus/rapid transit access to and between major employers, hospitals, schools and colleges in the Eastern Arc (including the Headington and Marston area), Wolvercote/Cuttleslowe and Cowley and Littlemore; and
- v. ensuring sufficient space is provided particularly within the city centre and district centres.

Proposals for new development will be expected to incorporate the measures set out above to meet the needs of the development and where the opportunity arises, to secure improvements. Developments should be designed to accommodate bus movements, where appropriate.

Rail network:

Proposals to enhance the City's rail network will be supported, in particular the re- development of Oxford Station and additional rail capacity to accommodate more services, including opening of the Cowley Branch Line for passengers. Land for the provision of new



stations at Oxford Business Park/Retail Park (Cowley area) and Oxford Science Park (Littlemore area)(refer to Sites 9 & 10 chapter 9) and access routes to the stations and across the line is safeguarded.

Proposals for improvements to Oxford Railway Station that increase network capacity, improve the design and quality of facilities and interchange and support the Cowley Branch Line will be supported.

Sites for Cowley Branch Line stations and local access routes which are safeguarded and which should be improved by local development are defined on the Policies Map.

ii. Assessing and managing development

- 7.17 Key tools used to appraise and determine the transport impacts of a development proposal are transport assessments (TA)(refer to Appendix 7.1) and travel plans (TP). A TA is a comprehensive and systematic process to ensure that the transport impacts of the development are properly considered and where appropriate includes measures to help mitigate development impact. A TP is a package of measures tailored to the needs of an individual site and focused on reducing dependence on the private car.
- 7.18 TPs offer opportunities to reduce the carbon footprint of new development as occupants of the new building are required to shift away from using the private car, thus reducing congestion and emissions across Oxford. TPs should demonstrate how the occupants of the building are actively encouraged to establish use of sustainable modes of transport. TPs, to be effective, need monitoring, managing and where necessary enforcing. If the proposal is for employment activities, employers need to ensure that employees abide by the TP with appropriate sanctions for non-compliance. Developers must demonstrate, in their TPs what incentives are being offered to facilitate the shift of travel mode from the private car. The TP will be reviewed, monitored and enforced as required (to be set out in a legal agreement). For some developments further assessments and/or plans may be required such as student accommodation plans or car parking plans.
- 7.19 The movement of goods and materials by road can have a significant impact on the quality of the environment and the health and wellbeing of residents, in terms of noise, congestion and air pollution. These impacts are particularly severe in Oxford and the city centre in particular. As the city centre introduces the Zero Emission Zone some of these impacts will be reduced. However, commercial deliveries will always need to be made to Oxford and this should be done in the most sustainable way to reduce negative impacts.
- 7.20 Specific Delivery and Servicing Management Plans (DSPs) are required to be submitted for proposals that will affect the city centre or district centre and also for sites in close proximity to residential areas. They should set out measures that will be introduced to minimise impacts, such as managing delivery times and vehicles. The City Council encourages the use of cycle freight as an extension to cycle courier services by encouraging developers to make provision for cycle freight as part of their DSPs. This provides the potential to manage deliveries in a way that is zero carbon.
- 7.21 The Council will work with partners to promote the use of freight consolidation centres where possible. Within consolidation centres, goods

are grouped together so that fewer delivery journeys are required by roads, thus reducing air pollution, congestion and noise across Oxford. This would be particularly beneficial in reducing delivery trips to the city centre businesses, including Oxford University and the colleges.

- 7.22 Developments must ensure Construction Management Plans (CMP) set out how the impacts arising from construction work are managed. Policy M2 sets out the requirements for a CMP. The CMP should form part of the planning process.

Policy M2: Assessing and managing development

A Transport Assessment must be submitted for development that is likely to generate significant amounts of movement, in accordance with the requirements as defined in Appendix 7.1.

Transport Assessments must assess the multi-modal impacts of development proposals and demonstrate the transport measures which would be used to mitigate the development impact to ensure:

- a) there is no unacceptable impact on highway safety;
- b) there is no severe residual cumulative impact on the road network;
- c) pedestrian and cycle movements are prioritised, both within the scheme and with neighbouring areas;
- d) access to high quality public transport is facilitated, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- e) the needs of people with disabilities and reduced mobility in relation to all modes of transport are addressed;
- f) the development helps to create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- g) the efficient delivery of goods, and access by service and emergency vehicles is allowed for; and
- h) charging of plug-in and other ultra-low emission vehicles is enabled in safe, accessible and convenient locations.

A Travel Plan, which has clear objectives, targets and a monitoring and review procedure, must be submitted for development that is likely to generate significant amounts of movement in accordance with the requirements in Appendix 7.2. Travel Plans must help to support outcomes (a) to (h) set out above.

Where a Travel Plan is required under this policy and a substantial amount of the movement is likely to be in the form of delivery, service and dispatch vehicles, a Delivery and Service Management Plan will be required.

Where a Delivery and Service Management Plan is provided this should set out how deliveries will be managed and demonstrate how impacts



will be minimised including congestion, safety noise and how zero or ultra-low emission and last mile opportunities will be considered.

A Construction Management Plan must be provided for developments of:

- 20 dwellings or more;
- 500m² or more of non-residential floorspace; or
- any size in a location where construction activities are likely to have a significant impact on the adjacent or surrounding road network.

A Construction Management Plan should set out how the construction phase of the development will be managed and in particular:

- Time of operations
- Noise Operations
- Abatement Noise Techniques
- Monitoring Noise Levels
- Vibration Levels
- Dust Levels
- Wheel washing arrangements
- Rodent Controls
- Community Liaison
- Traffic management incl. deliveries and contractors vehicles
- Waste Materials

Planning permission will only be granted if the City Council is satisfied that adequate and appropriate transport-related measures will be put in place.

A reduction in the number of private non-residential car parking spaces will be sought during the plan period.

iii. Motor vehicle parking

7.23 Limiting the opportunities for parking within the city helps to reduce car use leading to reductions in air pollution, congestion and the creation of a more attractive environment for walking and cyclists. In reducing the availability of public and private parking there will be fewer car trips as people shift mode to a more sustainable form of transport. Furthermore, parking across the city is not an efficient use of land, a key consideration in Oxford, where land is so constrained.

7.24 The Council may refuse planning permission for development where additional parking pressures arising from the development would severely compromise highway safety and/or severely restrict the ability of existing residents to park.

7.25 The City and County Councils are actively working towards covering the whole city with Controlled Parking Zones by 2036, if not earlier. The reduction of parking and car use within and around the city is essential if air quality is to be improved.

Car-free and reduced car parking in residential developments

7.26 Opportunities for successful car free housing are high in Oxford because of the number of Controlled Parking Zones (CPZs), the availability of walking and cycling routes and facilities and the excellent public transport options. Technology and attitudes to car ownership are anticipated to change, especially with improvements to public transport and cycling facilities. Car

clubs and other means of sharing and hiring cars provide an increasingly convenient and realistic alternative to the private car. Car clubs, which are already operating in the city, offer the opportunity in future years to use driverless cars and the potential for developing their fleet to include electric bikes. A reduction in the number of private non-residential car parking spaces will be sought during the plan period.

- 7.27 For many residential schemes, in particular those developments in the city centre or in close proximity to district centres, car-free developments are expected. Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people, car clubs and operational uses.
- 7.28 Policy H8 Student Accommodation states that the City Council will secure an undertaking that students do not bring cars to Oxford. However some limited disabled and operational parking spaces should be provided for service and delivery vehicles, which should also be available, purely as a pick-up/drop-off facility, for students and their families arriving and departing at the start and end of terms. Alternative uses for these spaces could be available during term time to maximise opportunities for the space e.g. amenity functions.

Parking and Houses in Multiple Occupation

- 7.29 Some types of residential development may require provision of parking spaces. The number of people occupying Houses in Multiple Occupation (HMO) will often be higher than for a single household. The City Council will expect that where a Sui Generis HMO (6 or more occupants) is proposed outside CPZ areas, parking (either on or off street) must be available to reflect the standard set out in Appendix 7.3. Where there is a realistic possibility of a CPZ coming forward during the plan period no off-street parking would be required.

Parking in non-residential developments and district centres

- 7.30 Major redevelopment of non-residential sites is expected across Oxford during the plan period. Many of these sites already have substantial amounts of parking, including provision for disabled parking. Additional parking will not be allowed in the event of redevelopment and the reduction of parking is encouraged.
- 7.31 Any new developments for B1 use in the city centre and district centres do not require any parking provision except operational need, because the centres have good access to public transport and cycling and walking routes.

Public parking

- 7.32 The Local Plan recognises the need for some on and off-street parking to meet the requirements of those using the city centre and district and local centres for both business and pleasure. However, to achieve a modal shift in the way people travel into Oxford, away from the private car, to public transport, cycling and walking the Local Plan does not support a growth in either on or off-street public parking spaces in the city centre³⁰ and district centres. As the County Council introduces changes to the movement of vehicles around the city and more demand management measures, throughout the plan period there is an expectation that on-street parking places in the city centre may be reduced in number and/or reorganised to enable more efficient flow of vehicles and to reclaim road spaces for the benefit of cyclists and pedestrians. Where retained

³⁰The baseline for car parking numbers is the number of public car parking spaces across the city centre at March 2019 (after the closure of Oxpens) 1,942 off street (includes 556 spaces at Beckett Street for rail users only) and 255 on street car parking spaces.



or created, parking for disabled vehicles must be accommodated in a way that does not detract from other functions of the street.

- 7.33 The City Council will continue to work with the County Council to facilitate measures to maintain and enhance Oxford's overall accessibility to ensure people have realistic options other than to drive into the city and district centres.

Policy M3: Motor vehicle parking

Residential developments

In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development* that is car-free.

In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with.

The need for disabled parking must be considered in all residential developments in accordance with the standards set out in Appendix 7.3.

Parking for car club vehicles must be provided in all residential developments with the standards set out in Appendix 7.3.

Non-residential developments

The parking requirements for all non-residential development, whether expansions of floorspace on existing sites, the redevelopment of existing or cleared sites, or new non-residential development on new sites, will be determined in the light of the submitted Transport Assessment or Travel Plan, which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development.

In the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level and the Council will seek a reduction where there is good accessibility to a range of facilities.

Where the proposal is for the expansion of an existing operation on an existing large site, a comprehensive travel plan should be submitted that looks at the development in the context of the whole site, and demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site. The Travel Plan will be kept under review to ensure that future opportunities to encourage a shift towards sustainable modes of travel are taken.

*For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, Houses in Multiple Occupation, and all C2 development (residential institutions)

iv. Provision of electric charging points

- 7.34 The introduction of the Low Emission Zone in Oxford in 2014 has resulted in improved air quality; however levels of air pollution still exceed target levels in some areas, in particular the city centre, at junctions on the ring road and in the district centres.
- 7.35 Oxford City Centre Zero Emission Zone (ZEX) will be introduced in a number of phases during the Plan period. To support the increase in the uptake of electrical vehicles the City Council have established a number of projects aimed at increasing vehicle charging across the city. This Plan supports the delivery of the ZEX to improve air quality in the city centre, which at the same time reduces noise, decarbonises road transport and stimulates the green economy.
- 7.36 Proposals for Zero Emission Vehicles will be supported by:
- The introduction of a Zero Emission Zone;
 - Ensuring that new developments include adequate provision for charging infrastructure, including in public car parks;
 - The City Council facilitating the introduction of charging points in public places; and
 - Continuing to work with partners to support alternative fuel technologies.

Policy M4: Provision of electric charging points

Where additional parking is to be provided in accordance with Policy M3, planning permission will only be granted for new residential developments if:

- a) provision is made for electric charging points for each residential unit with an allocated parking space; and
- b) non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed.

Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.

v. Bicycle parking

- 7.37 Cycling in Oxford is an important and growing mode of transport. The 2011 census showed that 17.1% of journeys to work within Oxford were made by cycle, up from 14.9% in 2001, making Oxford second only to Cambridge in terms of the proportion of people cycling to work. The City Council wishes to continue to encourage this active and sustainable form of travel and will seek to ensure that new developments provide secure and convenient cycle parking. Since 2017 dockless bikes have arrived in Oxford. These present more opportunities for alternative travel for both residents and visitors, but need to be accommodated in the streets of Oxford.
- 7.38 A fundamental part of encouraging cycling is the provision of secure cycle storage within people's homes and destinations such as shops, work places

and transport interchanges. It is anticipated that ownership of electric bikes will expand and secure storage facilities around the city will be required. Cycle parking standards set out in Appendix 7.3 are minimum standards, which reflect the need for cycle storage shown by research evidence - Oxfordshire Cycling Design Standards A guide for Developers, Planners and Engineers Summer 2017³¹. Sufficient, high-quality cycle parking is especially important for car-free developments.

³¹ <https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/>

- 7.39 All cycle parking must, as far as is practical and reasonable, be enclosed within a secure store, or at least undercover. The location of cycle parking is also important: where cycle parking for residents or employees is not in a secure store, it should be located away from the street frontage, to maximise security. There must be convenient, level access between the bike store and the street that avoids having to wheel bikes through buildings or corridors. Short stay and visitor cycle parking is best located as near to the front door of the properties as possible. Cycle parking should make provision for the appropriate facilities for the charging of electric bicycles.

Policy M5: Bicycle Parking

Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.

Provision of bicycle parking lower than the minimum standards set out in Appendix 7.3 may be acceptable for new student accommodation that is located close to the institution where most of its occupants will be studying and/or where it is adequately demonstrated through a transport assessment that there is existing unused cycle capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms.

Bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure.

For new non-residential development, the City Council will seek the provision of showers and changing facilities in accordance with the thresholds and minimum standards set out in Appendix 7.3.

Where opportunities to do so arise in relation to development, consideration should be given for the provision of space for storage of dockless bicycles.

8. Providing communities with facilities and services and ensuring Oxford is a vibrant and enjoyable city to live in and visit

The opportunity to participate in cultural activities is important, whether it be through leisure, recreation, community events or learning, as it is fundamental to how people experience and perceive the places the communities they live in, work in and visit. Availability of a variety of facilities and shops attracts people to district centres and the city centre and helps to keep them vibrant.

Part 1: Ensuring Oxford is a vibrant and enjoyable city to live in and visit

i. Ensuring the vitality of centres

- 8.1 Oxford as a sub-regional centre provides a wide range of services and facilities to both the city's residents and those living in the sub-regional catchment area. Thus it is important that the vibrancy and vitality of Oxford's centres are maintained and enhanced through the plan period. The city centre, district and local centres offer the opportunity to access a wide range of 'town centre uses' including retail, leisure, entertainment, office, arts, culture and tourism. These functions make an important contribution to Oxford's economy and employment opportunities and are vital to the long-term sustainability of the city and make Oxford an attractive place to live, work and invest.
- 8.2 Oxford has both a strongly performing city centre and a network of district centres offering a wide range of services and facilities and also a series of local centres which provide for much of their neighbourhoods' day-to-day needs. The vision for this Plan is to build on these strengths and focus growth in these centres (see Chapter 1).
- 8.3 Oxford's hierarchy of centres will be used to direct 'town centre uses' to the most appropriate location with regard to their scale, function and character. Oxford's centres will be the first option for locating growth and development. Priority will be given to those centres higher on the hierarchy. As set out in the NPPF a sequential test will also be applied to proposals for town centre uses, with sites within centres prioritised over edge of centre locations and edge of centre locations preferred over out of centre locations. In considering planning applications for 'town centre uses', the City Council will require details of the application of this sequential test and also require an impact assessment (for applications over the identified threshold).

An enjoyable city to live in and visit



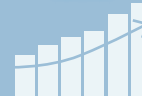
A strong community



A healthy place



A prosperous city with opportunities for all



- 8.4 Policy V1 sets a local threshold for impact assessments to be provided in respect of proposals comprising over 350m² gross of retail and leisure floorspace which are to be located outside centres or allocated sites.

Policy V1: Ensuring the vitality of centres

Planning permission will be granted for the development of town centre uses (retail, leisure, entertainment, office, arts, culture and tourism) within the defined city, district and local centre boundaries, provided the use is appropriate to the scale and function of each centre and reflects its distinctive character.

Oxford's city, district and local centres are shown on the Policies Map.

Proposals for development of town centres uses outside a centre must demonstrate compliance with the 'sequential test' (that is: development should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered).

Planning applications for retail and leisure development outside centres which are 350m² (gross) or more, must be accompanied by an 'impact assessment' and as part of such an assessment, demonstrate with evidence that there will be no adverse impact on the vitality and viability of the existing centres, and that good accessibility is available for walking, cycling and public transport. Sites allocated for retail development in section 9 (Areas of Change and Site Allocations) will be exempt from the requirement to submit a retail impact assessment.

ii. Shopping Frontages in the city centre

- 8.5 Oxford is a world- class city with a prosperous economy and a historic core that attracts tourists from around the world. The city centre fulfils many functions both regional and local and will continue to be the main focus for retail together with a wide range of leisure and cultural uses. The city centre contains much of the academic core of the University of Oxford and is a centre of employment. There are key areas of significant change within the city centre where future development and regeneration will be concentrated. However, this will require new infrastructure and innovative approaches to ensure people can move around the city by walking, cycling and public transport within an improved public realm.
- 8.6 Retail patterns and behaviours have been changing in recent years with a growth in online shopping making the future of high streets uncertain. However current evidence and market predictions indicate that there will still be an important role of destination shopping where shopping becomes part of a broader day out linked with eating out and other leisure activities. The development of the Westgate Shopping Centre, reopened 2017, with its numerous eating and drinking outlets, cinema and other leisure activities mixed in with the retail units is a good example of this trend.

- 8.7 The vision for the city centre is for it to continue to be the primary location for retailing as well as other town centre uses. It is also encouraged that proposals add to the diversity and range of uses available to shoppers and visitors to the centre, enhancing their experience. The Westgate Centre provides for much of the forecast retail need for the Plan period, and will have an effect on shopping patterns and the operation of the other shopping streets of the city centre. Whilst some of the retail focus will shift towards the new stores provided at the Westgate, this in turn will offer other shopping streets of the city centre the opportunity to refocus, provide for smaller chains and independent retailers, and offer additional town centre uses.
- 8.8 Policy V2 provides guidance for the appropriate mix of uses (identified through percentages allocated to use classes) in designated shopping frontage across the city centre. These percentages have been informed through assessment of strategic trends and interrogation of recent survey datasets.

Policy V2: Shopping Frontages in the city centre

Planning permission will only be granted at ground floor level within the city centre for the following uses:

- a) Class A1 (retail) uses; or
- b) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 60% of the total number of units within the defined Primary Shopping Frontage or 40% of units in the Secondary Shopping Frontage; or
- c) Other town centre uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 60% of the total number of units in the Primary Shopping Frontage or below 40% of the total number of units in the Secondary Shopping Frontage and where the proportion of Class A units at ground floor level does not fall below 85% in the Primary Shopping Frontage or the Secondary Shopping Frontage.

Planning permission will be granted for development of upper storeys for housing, student accommodation and other uses appropriate to a town centre as long as the functioning of the ground floor unit(s) in the shopping frontage is not undermined.

In exceptional circumstances, planning permission will be granted for changes of use from A1 or other A class uses to other town centre uses that would lead to a breach of the ground floor percentage thresholds, if it is demonstrated that changes in the retail circumstances of Oxford city centre mean that there is no longer demand for the existing levels of A1 or other A class units, and if sufficiently robust evidence is provided to clearly demonstrate that the uses proposed would not adversely impact the function, vitality and viability of the particular street frontage itself or the shopping frontage as a whole. The following criteria must all be satisfied:



- d) marketing of the property for its existing use for at least a year, at a realistic price, and evidence of lack of interest clearly shown to demonstrate a lack of viability; and
- e) evidence of changing retail needs in Oxford city centre; and
- f) it would not result in such a concentration of a particular Class A use, other than Class A1 (retail), that it would lead to a significant interruption of the shopping frontage, reducing its character, attractiveness and function (considered to be if there are more than 4 adjoining units within the same use class (other than A1)); and
- g) it promotes an active street frontage both in terms of increasing footfall and retaining an active window display.

Planning permission will not be granted within the Westgate Shopping Centre where it would result in a change to the established and approved mix of uses³², which are as follows:

- h) Class A1 (retail) uses: no less than 60%
- i) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses: no less than 20%
- j) Class D2 (assembly and leisure) uses: the existing library floorspace should be maintained

The Shopping Frontages are defined on the Policies Map.

iii. The Covered Market

- 8.9 The City Council recognises the importance of the Covered Market in adding to the range of shopping provision in the heart of Oxford, as well as for its unique heritage. It is a Grade II Listed Building dating from the 1770s and extensively re-built and enlarged in the 19th century. It provides accommodation for a range of traditional Class A1 uses such as florists, butchers, bakers, jewellers and clothing, many of which are family-owned business and which contribute to its distinctive character. In addition, there is a range of caterers, many with eat-in food, which occupy about 25% of the units. The City Council wish to maintain, enhance and promote the character and offer of the covered market. It is also encouraged that proposals for uses other than A1, A3, A4 or A5 add to the diversity and range of uses available to shoppers and visitors to the market, enhancing their experience.
- 8.10 The City Council's leasing strategy was updated in 2015. This is part of a toolkit to be used by the Market's Manager to deliver the vision and objectives for the Covered Market, which is that it continues to host high quality independent retailers and innovative caterers and is a must-visit experience.
- 8.11 Policy V3 provides guidance for the appropriate mix of uses (identified through percentages allocated to use classes) in the Covered Market. These percentages have been informed through assessment of strategic trends and interrogation of recent survey datasets.

³²The mix of uses is established in the outline planning permission 13/02557/OUT

Policy V3: The Covered Market

Planning permission will only be granted within the Covered Market for the following uses:

- a) Class A1 (retail) uses; or
- b) Class A3, A4 and A5 (restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 50% of the total number of units within the market; or
- c) Other appropriate town centre uses (excluding for example offices (B1a) and hotels) where the proportion of A1 does not fall below 50% of the total number of units within the Covered Market and where the total proportion of Class A1, 3, 4 and 5 uses does not fall below 80% of the total number of units within the market.

All proposals for uses other than A1, A3, A4 or A5 should promote an active frontage in terms of retaining an active window display.

Planning permission will only be granted for alterations to or extensions of the Covered Market when it can be demonstrated that their design is informed by an understanding of the unique qualities and heritage interest of the Covered Market itself and its setting.

iv. District and Local Centre Shopping Frontages

- 8.12 Oxford benefits from a network of district and local centres that provide a wide range of amenities for their local communities and in the case of district centres, on a much wider basis, beyond the city centre. There are significant benefits to be secured from providing facilities more locally for communities; this can help to reduce the need to travel and the need to access the city centre, easing the pressure on the main arterial roads into the city centre. In addition, by developing and expanding the offer at district centres, the critical mass for developing public transport and cycling links directly to (from outside the city or the Park and Ride sites) and directly between the district centres can be created. This would help make it possible to travel to and between district centres without having to go via the city centre, relieving pressure on the network.
- 8.13 As set out in the Vision, a key part of the strategy for the Local Plan is to develop this network of centres further, to provide more facilities and amenities in local communities to reduce the need to travel and to accommodate much of the projected need for town centre uses. Throughout this Plan a range of policies set out a distinctive role for the district centres establishing their importance to the overall strategy. Each of the District Centres provide a different mix of facilities and amenities and have very different character, strengths and opportunities. Development that promotes the diversity and range of uses available to shoppers and visitors to the centre is encouraged.
- 8.14 Policy V4 provides guidance for the appropriate mix of uses (identified through percentages allocated to use classes) in designated shopping frontages across the district centres and local centres. These percentages have been informed through assessment of strategic trends and interrogation of recent survey datasets.

Policy V4: District and Local Centre Shopping Frontages

Planning permission will only be granted at ground floor level within District and Local Centre Shopping Frontages for the following uses:

District Centres:

Cowley Centre District Centre:

- a) Class A1 (retail) uses; or
- b) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 60% of the total number of units within the defined Shopping Frontage; or
- c) Other town centre uses where the proportion of A1 does not fall below 60% of the total number of units within the defined Shopping Frontage and where the proportion of Class A uses does not fall below 85% of the total number of units defined within the Shopping Frontage.

Headington and Summertown District Centres:

- d) Class A1 (retail) uses; or
- e) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 50% of the total number of units within the defined Shopping Frontage; or
- f) Other town centre uses where the proportion of A1 does not fall below 50% of the total number of units within the defined Shopping Frontage and the proportion of Class A uses does not fall below 85% of the total number of units within the defined Shopping Frontage.

East Oxford - Cowley Road District Centre:

- g) Class A1 (retail) uses; or
- h) Class A2-A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 45% of the total number of units within the defined Shopping Frontage; or
- i) Other town centre uses where the proportion of A1 does not fall below 45% of the total number of units within the defined Shopping Frontage and the proportion of Class A uses does not fall below 85% of the total number of units within the defined Shopping Frontage.

Blackbird Leys District Centre:

- j) Class A1 (retail) uses; or
- k) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 40% of the total number of units within the defined Shopping frontage; or
- l) Other town centre uses where the proportion of A1 does not fall below 40% of the total number of units within the defined Shopping Frontage and the proportion of Class A uses does not fall below 85% of the total number of units within the defined Shopping Frontage.

Local Centres:

- m) Class A1 (retail) uses; or
- n) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 40% of the total number of units within the defined Shopping Frontage; or
- o) Other town centre uses where the proportion of A1 does not fall below 40% of the total number of units within the defined Shopping Frontage and the proportion of Class A uses does not fall below 85% of the total number of units within the defined Shopping Frontage.

In all centres, planning permission will be granted for development of upper storeys for housing, student accommodation and other uses appropriate to a town centre as long as the functioning of the ground floor unit(s) in the shopping frontage is not undermined.

In exceptional circumstances, in all centres, planning permission will be granted for changes of use from A class uses to other town centre uses that would lead to a breach of the ground floor percentage thresholds, if it is demonstrated that changes in the retail circumstances of the local or district centres means that there is no longer demand for the existing levels of A1 or other A class units, and if sufficiently robust evidence is provided to clearly demonstrate that the uses proposed would not adversely impact the function, vitality and viability of the shopping frontage as a whole. The following criteria must all be satisfied:

- p) marketing of the property for its existing use for at least a year, at a realistic price, and evidence of lack of interest clearly shown to demonstrate a lack of viability; and
- q) evidence of changing retail needs in the district centre; and
- r) the proposal would not result in such a concentration of a particular Class A use, other than Class A1 (retail), that it would lead to a significant interruption of the shopping frontage, reducing its character, attractiveness and function (considered to be if there are



- more than 4 adjoining units within the same use class (other than A1)); and
- s) it promotes an active street frontage both in terms of increasing footfall and retaining an active window display.

The Shopping Frontages in each District Centre and Local Centre are defined on the Policies Map.

v. Sustainable tourism

- 8.15 Tourism is an important element of Oxford's economy and generates £780m of income. Oxford attracts 7 million visitors and provides employment for some 10,600 people. However, this volume of tourists does present challenges for the infrastructure and management of the city. The city is world famous and attracts an increasing number of visitors and overnight stays; it is a crucial destination of the national tourism industry. The city has many important established tourist attractions, such as the Ashmolean Museum and Modern Art Oxford. The City Council will support extension and enhancement and promote greater use of all existing attractions.
- 8.16 However, a very large number of tourists make very short visits, often only for part of, or one day. The economic benefits to the city of these short visits are slight, while the impact of these visits is significant. Many of these short-visit tourists arrive on coaches, which adds to the pressures on the highway network, adds to congestion and requires land for parking. These transport impacts are addressed in Section 7 on Transport.
- 8.17 Policies which facilitate longer stays will result in greater spend in Oxford's shops and restaurants which will in turn boost their viability and Oxford's economy. In addition to tourists the short-stay accommodation market is very strong for business travellers in Oxford and provision of more accommodation would additionally help support the economy objectives of this Plan. When Oxford's hotel occupancy and room rates are compared with those of comparable cities, there is significant unmet demand and potential for growth in all varieties of short-stay accommodation.
- 8.18 The amount and diversity of short-stay accommodation to support this aim will be achieved by permitting new sites in the city centre and on Oxford's main arterial roads, and by protecting and allowing the expansion of existing sites to support this use.
- 8.19 A feature of the Oxford holiday and short term let market is the use of student accommodation in the university holidays. Use of student accommodation to cater for the conference and holiday let markets at times when it would otherwise be vacant is an efficient way to provide for these needs.
- 8.20 Increasingly, short-term lets of domestic properties are being marketed as holiday lets and for those who work in Oxford during the week. The way that properties are being let means that no planning application to change use from a domestic property is currently required. Currently few regulations apply and business rates are rarely applicable, but the City Council will continue to monitor this situation.

It is important that any new attractions are located where they are easily accessible by public transport, in particular the city centre...

- 8.21 Improvements to the quality of existing attractions will be encouraged, with new attractions that add to diversity in Oxford. It is important that any new attractions are located where they are easily accessible by public transport, in particular the city centre, and where such uses can contribute to regeneration.

Policy V5: Sustainable tourism

Planning permission will only be granted for the development of new sites for holiday and other short stay accommodation in the following locations: in the City Centre, in District Centres, on sites allocated for that purpose, and on Oxford's main arterial roads where there is frequent and direct public transport to the city centre³³. This locational requirement does not apply to proposals to refurbish or expand existing sites.

Proposals for new, refurbished or expanded holiday and short stay accommodation must meet all the following criteria:

- a) it is acceptable in terms of access, parking, highway safety, traffic generation, pedestrian and cycle movements;
- b) there is no loss of residential dwelling; and
- c) it will not result in an unacceptable level of noise and disturbance to nearby residents.

Planning permission will only be granted for the change of use from holiday and other short-stay accommodation when any of the following criteria are met:

- d) no other occupier can be found following a realistic effort to market the premises as set out in Appendix 8.1, for continued use as holiday and other short stay accommodation (whether or not of the same form the existing use); or
- e) evidence of non-viability is submitted; or
- f) the accommodation is in a location unsuitable for the use as demonstrated by being contrary to the location requirements or any of the criteria a-c above.

Planning permission will be granted for new tourist attractions where proposals meet all of the following criteria:

- g) they are realistically and easily accessible by walking, cycling or public transport for the majority of people travelling to the site; and
- h) they will not cause environmental or traffic impacts; and
- i) they are well related to any existing or proposed tourist and leisure related areas.

³³ Abingdon Road, Banbury Road, Botley Road, Cowley Road, Iffley Road, London Road, Marston Road, Oxford Road, Woodstock Road



vi. Cultural and social activities

- 8.22 Oxford has a rich infrastructure of cultural and social activities and venues, from theatres, museums, cinemas, galleries, sports and music venues to restaurants and pubs. These uses help to keep the centres vibrant and active and add greatly to the local quality of life. However, such uses can be vulnerable to redevelopment pressures from higher land value uses. The City Council wants to encourage such uses to develop, modernise and adapt for the benefit of the communities they serve.
- 8.23 The City Council will encourage new proposals for cultural and social uses in the city centre and district centres as appropriate town centre uses that can add vibrancy and activity. Development that adds to the cultural diversity of Oxford is encouraged. Existing facilities will be protected in accordance with the policy.

Policy V6: Cultural and social activities

Planning permission will be granted for proposals which add to the cultural and social scene of the city within the city and district centres provided the use is appropriate to the scale and function of the centre.

Proposals for cultural, entertainment, leisure and tourism (not accommodation) uses will only be permitted where the following criteria are met:

- a) they are realistically and easily accessible by walking, cycling or public transport for the majority of people expected to travel to and from the site; and
- b) they will not cause unacceptable environmental or traffic harm or adversely affect residential amenity; and
- c) there is no negative cumulative impact resulting from the proposed use in relation to the number, capacity and location of other similar uses (existing or committed) in the area; and
- d) policies V1 and V2 are complied with.

Public houses

Planning applications for the change of use of a public house must be accompanied by evidence to demonstrate that the continuation of the use of the premises as a public house is not viable. It must be demonstrated that:

- e) all reasonable efforts have been made to market the premises for its existing use (refer to Appendix 8.1); and
- f) all reasonable efforts have been made to support and improve the operation and management of the business; and
- g) it is demonstrated that suitable alternative public houses exist to meet the needs of the local community.

Where a building is to be demolished or substantially re-developed; the impact on character, design and heritage and to the wider streetscape must be demonstrated to be insignificant.

Part 2: Providing communities with facilities and services

vii. Infrastructure and cultural and community facilities

- 8.24 It is important that new development in Oxford is supported by the appropriate infrastructure and community facilities. Providing and improving access to educational, health and community facilities greatly improves the quality of life for residents, builds strong communities and also helps to address inequalities.
- 8.25 The City Council, working with other Oxfordshire Authorities under the Oxfordshire Growth Board has a good track record of securing external and central government funding to help deliver infrastructure including as part of the Housing and Growth Deal. Partners of the Growth Board will continue to seek to secure additional infrastructure funding where available to support the growth of the city and county.
- 8.26 Cultural and community facilities can be very wide ranging. In seeking social inclusion and a high quality of life, the City Council's approach is to make accessible a diverse range of facilities, from performance venues to libraries. Sometimes co-locating multiple facilities on a single site can be an efficient way to improve accessibility. Community facilities can include community centres, schools, children's centres, meeting venues for the public or voluntary organisations, public halls and places of worship, leisure and indoor sports centres, pavilions, stadiums, public houses, club premises or arts buildings that serve a local community. Other types of buildings might also be classed as, and function as, community facilities. These are important in meeting social, leisure, cultural and religious needs of Oxford's diverse communities.
- 8.27 The City Council will seek to protect existing facilities and will support improvements and more intensive use of existing sites. Sometimes facilities might not be fit-for-purpose or provide poor accessibility where improvements on site or nearby might be more sustainable. Co-locating multiple facilities on a single site can be an efficient way to improve both quality and accessibility.
- 8.28 Where community facilities (including sports facilities and schools) are provided, the City Council will seek to secure community benefits through sharing schemes and joint user agreements.
- 8.29 The City Council has been working closely with partners including the County Council as the Local Education Authority and the NHS Oxfordshire Clinical Commissioning Group to plan for the future needs of the city and will continue to work in partnership to ensure that new development is provided with access to school places and medical facilities, and that existing access is improved. Over the lifetime of the plan it is very likely that there will be more changes in the ways that education and health services are delivered and provided. Close partnership working will be essential to ensure that communities continue to have the best possible access to facilities.
- 8.30 The majority of planning permissions will be liable for a Community Infrastructure Levy (CIL) payment towards the funding of infrastructure in Oxford. The City Council will continue to use legal agreements and



conditions to secure other benefits (including affordable housing and community access to facilities through joint user agreements) in line with the policies of this Plan and consistent with the CIL regulations. The City Council will also continue to work with a range of partners and organisations to secure funding towards the cost of infrastructure through a range of mechanisms.

- 8.31 The City Council will keep the Infrastructure Delivery Plan regularly reviewed, and use this to prioritise the infrastructure necessary to support the growth of Oxford.

Policy V7: Infrastructure and cultural and community facilities

The City Council will work with service providers to improve access to social and community infrastructure and in particular from new development.

The City Council will seek to protect and retain existing cultural and community facilities. Planning permission will not be granted for development that results in the loss of such facilities unless new or improved facilities can be provided at a location equally or more accessible by walking, cycling and public transport. In principle, applications to extend capacity, improve access and make more intensive cultural/community use of existing sites will be supported.

Planning permission will be granted for the alteration and expansion of existing schools, primary healthcare facilities and community centres. Planning permission will be granted for new schools, primary healthcare facilities and community centres where the City Council is satisfied that the following criteria are satisfied:

- a) the location is easily accessible by walking, cycling and public transport; and
- b) the proposal will meet an existing deficiency in provision or access, or the proposal will support regeneration or new development; and
- c) the proposal will not result in an unacceptable environmental impact.

viii. Utilities

- 8.32 It is important that new development in Oxford is serviced by the appropriate utilities infrastructure. Developers will need to ensure that they have explored the connection and capacity practicalities with electricity, gas, water, sewerage and digital communications providers. This will be a conversation that needs to take place between the developer and utilities providers at various points through the development process, starting from earliest design and planning and on into the construction phase. The City Council will also seek reassurance from developers proposing major development that they have also explored these issues with providers at the planning application stage and that a satisfactory arrangement can be delivered.

- 8.33 The City Council will seek to ensure that all new development, and wherever possible all residents and businesses, have access to full-fibre speeds of internet connectivity. Oxford's strengths in the knowledge economy (see Chapter 2: Economy) provide a real opportunity for it to drive forward the research, testing and development of digital technologies. Partners in the academic, research, technology and public sectors have come together as Smart Oxford, a strategic programme to develop and promote Oxford as a smart city. The aim of Smart Oxford is to provide a test bed for world class researchers and innovators which will generate growth and jobs to advance economic and social prosperity, and help improve the quality, effectiveness and efficiency of city services. The City Council recognises this as a rare opportunity to both support an emerging market sector and to secure benefits on the ground for the city's residents and businesses.

³⁴ www.oxfordsmartcity.uk

Policy V8: Utilities

Planning applications (except householder applications) must be supported by information demonstrating that the proposed developer has explored existing capacity (and opportunities for extending it) with the appropriate utilities providers. Planning permission will not be granted where there is insufficient evidence on utilities capacity to support the development and that the capacity will be delivered to meet the needs of the development.

The siting and appearance of utilities infrastructure should be designed to minimise impacts on amenity and to be as unobtrusive as possible.

- 8.34 Digital Infrastructure comprises physical telecommunications components such as fixed broadband and mobile connectivity, which improves the lives of citizens and business productivity. The NPPF, Future Telecoms Infrastructure Review (FTIR), and other policy documents issued by Building Digital UK (BDUK), all refer to the importance of high-quality digital infrastructure to the UK economy.
- 8.35 Delivery of full fibre broadband infrastructure, as well as mobile infrastructure including 5G, is a priority to achieve the government's targets set out in the FTIR. The council recognises the importance of this and has implemented a range of complementary initiatives aimed at achieving government targets for full fibre and 5G coverage. This includes setting up a digital infrastructure partnership with all Oxfordshire district councils as well as Oxfordshire County Council. This partnership collectively agrees under a Memorandum of Understanding to collaborate on all aspects of digital infrastructure delivery and attracting commercial operators to invest in building digital infrastructure both in the city and the county as a whole.



Policy V9: Digital Infrastructure

Planning permission will be granted for all new major developments where:

- a) They are served by full fibre broadband capable of gigabit download speeds; and b) The full fibre broadband connections are available at the point of releasing for sale where relevant, and that the cost of the services are at market rates, preferably offering broadband services from more than one service provider; and
- c) Developers work with a recognised network carrier to design appropriate duct infrastructure for the installation of fibre broadband by a range of operators; and
- d) Other forms of digital infrastructure, such as facilities supporting mobile phone broadband, are included wherever possible.

Planning permission will be granted for new electronic communications infrastructure where:

- i) It is supported by the necessary evidence to justify the proposed development in accordance with the requirements of national policy; and
- ii) Proposed equipment is sympathetically designed and camouflaged where appropriate; and
- iii) It can be demonstrated that electronic communications infrastructure is not expected to cause significant and irreversible interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
- iv) Adverse impacts on the successful functioning of existing digital infrastructure are avoided. Where this is not practicable, appropriate mitigation shall be provided; and
- v) It does not result in the International Commission guidelines on non-ionising radiation protection being exceeded; and
- vi) Appropriate pre-application consultation in accordance with national policy has been undertaken.

9. Areas of Change and Site Allocations

- 9.1 A site allocation is a planning policy that describes what type of land use, or mix of uses, would be acceptable on a specific site or whether the site is protected for certain types of development. The purpose of the site allocations is to allocate sites for built development or to maintain a type of built development on a site. Site allocations are important because they give guidance and certainty to developers and landowners and they help local people understand what may happen in their neighbourhood in the future. They provide a positive policy towards redevelopment of the site and help ensure the right type and amount of development happens in the right place, in accordance with the Strategy of this Local Plan and the National Planning Policy Framework. A sequential approach should be taken to the site layout of development proposals for Site Allocations in Flood Zones 2 and 3 in accordance with the NPPF.
- 9.2 This chapter highlights Areas of Change within the city, and sets out specific site allocation policies. Areas of change are the areas of the city where significant change is expected or best directed. These areas include the district centres and also areas where there are significant clusters of potential development sites. For each area of change, key considerations are summarised and also a vision is set out that new developments within the area should help deliver where relevant. The impact of development of sites in these areas needs to be considered in terms of the wider context of the area and other potential developments and this is to be achieved by the AOC policies. Within most of the areas of change are also individual site allocation policies. Sites allocated in this Plan will be expected to deliver the minimum net number of homes shown in the site policies (where stated). The minimum number shall be exceeded where it is possible to do so consistent with the other policies in the Plan. The homes should be delivered as general market and affordable housing in accordance with Policy H2 unless it is expressly stated in the site allocation policy that student accommodation or employer-linked affordable housing are suitable on the site. Other specialist forms of housing will be considered on their merits. If communal accommodation is to be provided, the minimum quantum shall be calculated on the basis of the national policy ratio (or any amendment or replacement thereof). The ratio at the time of adoption of the Local Plan is that 2.5 new student bed spaces is considered as the equivalent of 1 new home and for other communal accommodation 1.8 bed spaces is considered as equivalent to 1 new home. On mixed-use sites, if only part of the site is being brought forward and the proposal does not include residential development, the potential to achieve the minimum housing capacity on remaining parts of the site when they come forward for development will be considered. Site allocation policies are accompanied by a range of icons used to quickly identify key features of the site. These icons are as follows:

9.3 Legend of icons/symbols



10 metre buffer to watercourse

A site that is adjacent to or includes a watercourse. Opportunities should be taken to protect and enhance the watercourse that is on or adjacent to the site. At least a 10 metre buffer should be retained between the watercourse and the built development.

Potentially Contaminated Sites



Red icon: A site that has been identified as having potentially significant contamination issues. Applications will be required to demonstrate that contamination issues can be resolved during the planning application stage and will be required to undertake an appropriate contamination site investigation as part of any secured planning permission.



Orange icon: A site that has been identified as having potential contamination issues. Applications will be required to undertake an appropriate contamination site investigation as part of any secured planning permission.



Significant noise

A site that is subject to significant environmental noise from one or more sources. Applications are required to be accompanied by an Acoustic Design Statement on submission.



Potential air quality concern

A site that has the potential to raise concerns in terms of air quality. Where development is proposed, applicants must demonstrate that necessary mitigation measures are incorporated. However, it is a requirement of Oxford City Council that all the applications for major development in the city submit an air quality assessment, whether or not the poor air quality symbol is present.



Archaeological interest

A site that has known archaeological interest or potential interest, or is in the City Centre Archaeological Area. Other sites may also require further archaeological assessment and evaluation. Sufficient information should be provided to define the character and extent of known or potential archaeological deposits. Development will not be permitted if the applicant fails to demonstrate that there will be no loss or damage to important historic features or their setting. (A site without this symbol does not necessarily have no archaeological potential. The potential may instead be unclear or unknown.)



Basement development

A site that lies within an area with potentially high groundwater. Basement development could act as a blockage to groundwater flows and cause groundwater flooding. Where basement development is proposed, applicants will be expected to assess the feasibility of underground development in relation to groundwater flows.



Groundwater recharge

A site that is on or near the North Oxford gravel terrace and development of which could potentially have an impact on the groundwater flow, as well as the recharge of groundwater to the Oxford Meadows SAC. Development proposals must be accompanied by a hydrological survey assessing the impact of development proposals on groundwater and must incorporate sustainable drainage.



Improving walking and cycling

A site where opportunities are present to increase connectivity and sustainable movement and transport through improvements to walking and cycling links.



Sensitive to the Cowley Branch Line

A site that lies on or adjacent to the Cowley Branch Line. Development of this site should not compromise the reopening of this line for passengers which also includes safeguarding land for new stations.



Proximity to railway

A site that is close to a railway. To eliminate any risk to railway operations and to ensure the safe operation of the railway, applicants must demonstrate that the design of development considers guidance provided by Network Rail.



Site within the Eastern Arc

A site that is within the geographical area of the Eastern Arc. The Eastern Arc is comprised of the outer wards in the east, south, and south-east of Oxford that the Local Transport Plan 4 has identified as an area where future travel demand will be focused. Opportunities should be taken to enhance pedestrian and cycle links to a future Eastern Arc Rapid Transit (EART) station.

Oxford City Centre

9.4 Context

Much of the city centre is covered by the Central Conservation Area and contains the medieval core of the university. The city centre also includes the West End, which is the area of the city centre with the main opportunity for growth (see separate section below). There are opportunities to manage the competing interests in the city centre. This may be possible through a review of the access and transport arrangements (for example by removing unnecessary trips/miles journeyed); providing opportunities to access “town centre uses” in alternative locations (for example providing for more facilities in district or local centres); and reviewing the role of specific streets/areas of the city centre to provide for different needs (for example a restaurant district or tourist focused area) and increasing the public realm and capacity of streets.

9.5 Key heritage considerations

The Central Area Conservation Appraisal has identified principal issues in the Central Conservation Area, which are:

- Pressure on public space in the core area streets from pedestrian saturation and buses
- Lack of accessible squares and greens space
- Controlled access to green space

- Uncertain retail future
- Design of new buildings
- Managing the setting
- Conservation area boundary on the western side

9.6 Building heights and density

The city centre is particularly sensitive to high buildings because it is the location of the historic buildings that create the skyline and taller buildings Policy DH2 will be particularly relevant in this location. The city centre does have much higher density development, and is a suitable location for it.

9.7 Vision

The Central (City and University) Conservation Area Appraisal identifies opportunities to enhance the conservation in ways that would sustain the city's cultural, economic and social prosperity. Development would be supported that sufficiently meet the criteria of policies in the wider plan and which are able to demonstrate that they take opportunities to deliver the following, where relevant:

- Rebalance the space within streets from vehicles to pedestrians
- Identify sites for a new network of 'micro parks' where people can stop and dwell in streets
- Increase public access to existing green spaces
- Promote development of opportunity sites in ways which contribute to and celebrate the characteristics of the city that make it so distinctive and special.

Area of Change: West End and Osney Mead

9.8 Context

The West End is the south west corner of the city centre, including Oxford Station. Osney Mead sits on the other side of the river, but with good connectivity to Oxford Station and potential to be better integrated with the city centre via a bridge to the West End. Much of the area is under-utilised and does not reflect Oxford's international reputation or live up to its potential.

9.9 The West End Area Action Plan 2007-2016 was adopted in 2008. Developments such as the Westgate Centre and public realm improvements at Frideswide Square and Castle Mill Stream have started to bring improved connectivity and enhance the quality of the area. As Oxford University increases its ownership of land at Osney Mead there is an increased potential to further integrate and enhance this whole area to the south west of the centre and around the station.

9.10 Key heritage considerations

There is a great deal of historic interest contained within the West End, which must be given the appropriate level of consideration when new developments are proposed to ensure that the combination of new and old are well designed and the historic features are respected and enhanced. Many historic buildings and street patterns remain in the area and should be used to guide design of new development. The visual impact of new development could add a contemporary element to views of Oxford's historic skyline and existing historic buildings, without destroying their character.

9.11 Key considerations are the setting of Listed Buildings, the historic character of the Central Conservation Area in Jericho and Osney, avoiding visual competition to the city centre skyline and in elevated views from the city centre. Osney Mead is particularly sensitive in terms of views, being prominent in the View Cones from Raleigh Park and Boars Hill.

9.12 Building heights and density

Development at 15m will create competition in the views from St Mary's. Development at 18m will create competition in the views from Boars Hill. Development exceeding 15m should be very carefully considered and designed in terms of the impact of the height.

- 9.13 As well as avoiding buildings that obscure the skyline, the impacts of lower development on the foreground part of the view must achieve an enhancement of the area.

Policy AOC1: West End and Osney Mead

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Create high-density urban living that makes efficient use of land
- Maintain a vibrant mix of uses
- Has regard to the framework set out in the West End Design Code
- Maximise the area's contribution to Oxford's knowledge economy
- Enhance public realm along the waterways
- Enhance connectivity throughout the area, including along and across waterways
- Enhance the pedestrian and cycling experience
- Ensure that the heritage of the area informs and guides new development proposals
- Create easy and attractive transport interchange
- Reduce car parking

9.14 West End

This site includes a huge variety of buildings and uses including retail, residential, community, cultural and evening economy uses, City of Oxford College, University of Oxford colleges and offices, community centre, and the city's key areas of public transport provision and interchange, including Oxford Station and Gloucester Green bus and coach station.

- 9.15 To ensure that the development makes the best use of the site and is well designed the design code should be followed. It is expected that the site will be developed as part of a comprehensive regeneration plan for the area. With a number of different landowners within the site this would help delivery and ensure that piecemeal development does not prejudice the overall aim of a comprehensive regeneration of the site.
- 9.16 Residential development at sites in West End in Flood Zone 3a has been justified through the sequential test. A Strategic Flood Risk Assessment Level 2 was undertaken for three specific sites: Fire Station, Rewley Road; the Island site and; the Oxpens site. This was to assess part b) of the Exception Test. The SFRA Level 2 considered that the development proposed was appropriate. Additional mitigation and/ or analysis may be required to demonstrate compliance with part b) of the Exception Test at the planning application stage for the Island site and the Oxpens site. This is to be undertaken through a site- specific flood risk assessment supporting the planning application. The

site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted.

- 9.17 Given the existing pressures in the Gas Network and the increases that the new development proposed would create through the redevelopment of sites in the West End, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP1: Sites in the West End



Planning permission will be granted for a number of mixed use developments across the West End. Residential development and/or student accommodation across the West End should deliver a minimum of 734 homes on the following sites:

Site	Minimum number
a. Oxford Station and Becket Street Car Park	20
b. Student Castle Osney Lane	206
c. Worcester Street Carpark	18
d. Island Site	40
e. Oxpens	450

Planning permission will only be granted for new developments that have regard to the framework set out in the West End Design Code.

Planning permission will only be granted for redevelopment of the station and Becket Street Car Park if it improves the station for passengers and creates a strong sense of arrival to Oxford, and is in accordance with the Oxford Station SPD.

Planning permission will only be granted for development on Oxpens where it enhances Oxpens Field to create a high quality open space, includes new high quality and well- located public realm, creates an active frontage along Oxpens Road, enhances connectivity to Osney Mead including future proofing the proposals so they do not prevent the landing of a foot/cycle bridge across the Thames and has regard to the Oxpens SPD.

Planning applications for the Island Site and Oxpens site must be accompanied by a site- specific flood risk assessment and development should incorporate any mitigation measures.

Osney Mead

Site area:	17.4 hectares/42.99 acres
Ward:	Jericho and Osney
Landowner:	A number of landowners own various plots. The University of Oxford is the largest landowner
Current use:	Industrial Estate
Flood Zone:	FZ 3b

- 9.18 The site comprises the Osney Mead Industrial Estate. Surrounding land uses are agriculture, residential and employment. Access is from Ferry Hinksey Road and Osney Mead.
- 9.19 The estate is a Category 2 Employment site. It is in a central location that offers one of the few opportunities for a range of employment uses in the city, particularly in such an accessible location close to the train station. It is important that its role in creating a diverse employment base is maintained, as the site is an important part of Oxford's employment land supply. The site is not intensively used, and changes in technology and use of space and the type of employment mean that the employment function could be provided in a smaller space, as well as being enhanced. There is significant potential to intensify uses of the site and introduce new uses. There should be no loss in the number of jobs in B use classes at the site. The largest landowner at the site is the University of Oxford. The site presents an excellent opportunity to create an innovation park in a central location close to the core of the university that will contribute to Oxford's role in the knowledge and high-tech economy. Academic uses linked to this could also be located at the site to maximise the benefit of linkages between academic research and innovation.
- 9.20 Although currently separated from it, a new link across the river should be provided to integrate the site with the city centre. The masterplan for the site should consider in greater detail how and when the pedestrian and cycle bridge can be delivered, recognising that its delivery will require the landowners on the both sides of the river Thames to accommodate its physical provision within their masterplans. The pedestrian and cycle bridge will also connect the site with the new student development next to Oxpens. Therefore, if the connection is in place, the site should begin to function as an extension of the city centre. It would therefore be suitable for residential use that may include student accommodation and employer-linked housing or market housing. Delivery of housing should support and complement the employment function of the site.
- 9.21 The site is suitable for medium high density development that is low to medium rise. Osney and Botley is characteristically low rise and also the site is sensitive in terms of views. It is within the High Building Area and view cone. The High Buildings Technical Advice Note shows that buildings of 15m will create competition in views out from St Mary's Tower. Buildings at 18m will create competition in the view from Boars Hill. The Assessment of the Oxford View Cones Study 2015 also shows that low-rise development is in the foreground of key views into historic core. Any negative impact on views into or out of the historic core must be avoided.
- 9.22 New high-quality public open space should be created on the site. The relationship and connection between the site and the canal and river should be improved. The site is adjacent to the River Thames and pedestrian and cycle access from the site to the tow path should be retained. Footpaths to

and through the site should be provided and enhanced. The physical and visual permeability of the design will be important.

- 9.23 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 Strategic Flood Risk Assessment considered the proposed development was appropriate and additional mitigation and/ or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site- specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted. It is recognised that the FRA may not be able to demonstrate a dry risk/ low hazard rating route to dry land. Therefore in order to achieve safe access and/ or egress for this site to satisfy the Exception Test there may be a greater reliance on on-site measures, emergency planning, and evacuation procedures, alongside offsite mitigation, to ensure that it is safe for its lifetime taking account of the vulnerability of its users without increasing the burden on emergency services. Development should be made safe by mitigating the potential impacts of development through design and resilient construction measures. It should be designed and constructed such that the health and welfare of people is appropriately managed.
- 9.24 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP2: Osney Mead



Planning permission will be granted for a mixed use development that includes employment uses, academic uses, student accommodation, employer-linked affordable housing and market housing. The development of an innovation quarter is encouraged. The development is expected to deliver around 247 homes. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. A masterplan approved by the City Council should be developed prior to any development, and all development should comply with the masterplan.

New high-quality public open space should be created on the site. Footpaths to and through the site should be provided and existing

routes enhanced. The masterplan should consider in greater detail how and when a new pedestrian and cycle bridge will be delivered linking this site with the other side of the river.

Development should be designed to enhance the relationship and connection between the site and the river and to enhance physical and visual permeability of the site. Development should be designed to have a positive impact on views, particularly the view from Hinksey Hill to the historic core.

A Comprehensive Flood Risk Management Strategy should be produced in support of the Flood Risk Assessment for this site. The Flood Risk Management Strategy should be developed in consultation with Category 1 organisations as defined by the Civil Contingencies Act 2004.

Area of Change: Cowley Centre District Centre

9.25 Context

The Cowley Centre and the area around Between Towns Road provide an important hub, with transport interchange, community facilities and retail available. It is important for the local community and those from further afield for whom it is their main centre. The area includes the Templars Square Shopping Centre as well as multi-storey car parks, office blocks and flats of 3-4 storeys and other social, leisure and community uses such as pubs and cafes, some of which are as low as 1 storey.

9.26 The City Council will encourage schemes which make more efficient use of the sites available and strengthen and diversify the range of services and facilities on offer to the local community and its wider catchment area.

9.27 Key heritage considerations

Potential for impact on the historic character of the adjoining Temple Cowley and Beauchamp Lane Conservation Areas and potential of tall buildings to affect views out from St Mary's Tower.

9.28 Building heights and density

High density development with residential at 100+ dph. Development is varied in height currently, with some 1-2 storey buildings to the Hockmore Tower which is 8 storeys of residential sitting above the Cowley Centre. At 12m (approximately 4 storeys) and above buildings may create a skylining effect in views from St Mary's Tower and will need careful design and justification.

9.29 Vision

"To enhance the public realm to accommodate improved pedestrian connectivity across Between Towns Road and an improved pedestrian and cycle experience, whilst remaining a public interchange hub and important hub".



Policy AOC2: Cowley Centre District Centre

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Enhance the public realm;
- Improve connectivity across Between Towns Road;
- Make more efficient use of land by consolidating uses and through infill and taller development;
- Improve access and visual links to the green space, enhance the existing public realm and look for opportunities to create new areas of well defined, attractive public open space
- Introduce more residential development, including on the upper floors of existing commercial premises, other than existing offices that are protected;
- Reduce the number of multi-storey car parks;
- Increased heights along Between Towns Road;
- Provide the range of retail units and type of environment that will attract high quality operators; additional quality cafés, restaurants and bars; attractive public realm;
- Support new employment on upper floors;
- Better reveal and enhance heritage assets and their setting.

Cowley Centre, Between Towns Road

Site area:	3.65 hectares/9.02 acres
Ward:	Cowley
Landowner:	Oxford City Council but Zurich Assurance have a long lease
Current use:	Mixed use including retail, residential and car parks
Flood Zone:	FZ1

- 9.30 This site includes the Templars Square shopping centre and a range of other uses. The shopping centre and surrounding area is dated and is in need of improvement. Cowley Centre is a Primary District Centre in Oxford's retail hierarchy as set out in the Oxford Local Plan 2036. A mix of town centre and community uses are encouraged here.
- 9.31 To ensure that the development makes the best use of the site, delivers the policy requirements and is well designed, it is desirable for the site to be developed comprehensively. This could potentially be through a Cowley Centre masterplan which would help delivery and ensure that piecemeal development does not prejudice the overall aim of a comprehensive regeneration of the area.
- 9.32 The design of development should consider the special character of the Beauchamp Lane Conservation Area and should significantly improve the design of the public realm, demonstrating compliance with the requirements of Policy DH3. Development should take opportunities to improve bus stopping areas, signage and facilities.

Policy SP3: Cowley Centre



Planning permission will be granted for a retail-led mixed use development at Cowley Centre which should include residential development and could include the following uses:

- commercial leisure;
- community facilities;
- employment;

The minimum number of homes to be delivered is 226. Other town centre uses may also be appropriate.

Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. Regard should be had for any Cowley Centre masterplan. Development should achieve high standards of design in the public realm and should improve bus stopping facilities.

Area of Change: Blackbird Leys District Centre

9.33 Context

Blackbird Leys is located on the outer ring of the Eastern By-Pass along the south east edge of the city limits. It is approximately 5 km from the City Centre and is well connected by public transport. It is the largest post 1960s suburb of Oxford, and is divided into two parts, a large 1960s development and a more recent residential area. The District Centre is located at the centre of the 1960s estate with major employment sites to the north, an industrial park north east, a science park to the south west and the Kassam Stadium to the south. It currently comprises community facilities, a health centre, shopping parade, library, leisure centre and two schools. There is no strong retail or commercial offer and public space is fragmented and dominated by the highway.

- 9.34 The area is typified by curvilinear road layouts with cul-de-sacs and interconnecting pedestrian routes, centred on extensive accessible green space. It contains a large number of suburban houses and flats which are mostly two or three storey, but include two 15 storey tower blocks which are landmark features of the area. The Northfield Brook creates a belt of open space which includes areas of nature conservation interest and the Spindleberry Nature Park. A mature avenue of Horse Chestnuts on Windale Avenue leads to a group of historic agricultural buildings with an architectural style which derives from the context of rural Oxfordshire. At the heart of the District Centre is the Church of the Holy Family, an iconic 1960s heart shaped building with a paraboloid roof, designed as part of a designated area of ecumenical experiment.

9.35 Key heritage considerations

Potential impact on the Oxford Stadium Conservation Area. The potential of tall buildings to affect views out from St Mary's Tower.

9.36 Building heights and density

High density, largely flatted residential development of 100+ dph. Development is predominantly 2-3 storeys, but tower blocks reach 42.6m. At 15m and above buildings may create a skylining effect in views from St Mary's Tower and will need careful design and justification.

9.37 Vision

"To create a high quality environment that builds on the community function of the district centre."

Policy AOC3: Blackbird Leys Area of Change

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Improve permeability and connectivity to existing suburban residential development
- Consider the potential for a future rail link to the city centre and connectivity to this
- Intensify development to create a high density centre that retains and improve community facilities, taking opportunities for co-location
- Introduce more residential development
- Enhance existing buildings and improve their relationship to the street by creating active built frontages
- Rationalise car parking

Blackbird Leys Central Area

Site area:	8.10 hectares/20.01 acres
Ward:	Blackbird Leys
Landowner:	Various including Oxford City Council, Oxfordshire Council and Oxford and Cherwell Valley College
Current use:	Mixed use
Flood Zone:	FZ1

9.38 Blackbird Leys District Centre is located to the south of the city in the heart of Blackbird Leys. It is well served by public transport to and from the Cowley Centre and Oxford city centre, as well as by local cycle and pedestrian routes. It is important for the Blackbird Leys community and includes facilities such as the community centre, library and leisure centre. Blackbird Leys is a regeneration area and improved local facilities, shops, new housing, educational and employment opportunities are appropriate. Blackbird Leys is one of Oxford's four district centres in the retail hierarchy and a mix of town centre and community uses are encouraged here.

9.39 To ensure that the development makes the best use of the site, delivers the policy requirements and is well designed, it is expected that the site will be developed as part of a comprehensive regeneration plan for the area. With a number of different landowners within the site this would help delivery

and ensure that piecemeal development does not prejudice the overall aim of a comprehensive regeneration of the site. The site includes the tower block sites where there may be potential to develop residential on the land around the base of the towers. Consideration should be given to potential impacts on the Oxford Stadium Conservation Area and views out from St Mary's Tower. Development must demonstrate compliance with the requirements of Policy DH3.

Policy SP4: Blackbird Leys Central Area



Planning permission will be granted for a mixed use development that includes retail, start-up employment units, residential development and community facilities at the Blackbird Leys Central Area site. The minimum number of homes to be delivered is 200. Other uses should be appropriate to a district centre and could include education, live/work units, sport and commercial leisure. Other complementary uses will be considered on their merits.

Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. Regard should be had for any regeneration plan for the Blackbird Leys area.

Area of Change: East Oxford-Cowley Road District Centre

9.40 Context

In spatial terms the District Centre is more elongated than the others, and town centre uses can be found along the whole length of the street. The Cowley Road is a busy arterial route into St Clements and the city centre at one end, and Oxford Business Park and BMW at the other. It runs through a highly populated area and the character of the district centre reflects this. Surveys show that during the day time it is visited by local people who live and work close enough to walk to the centre; the catchment area during the evening is however much wider with the whole area being a draw to a much bigger population.

9.41 Key heritage considerations

The setting and heritage considerations include the historic character of Bartlemas and St Clement's and Iffley Road Conservation Areas, as well as Central and Headington Hill.

9.42 Building heights and density

Existing development in the area is predominantly 2-4 storeys, with a maximum of 25.6m. Development at 15m could create competition with the view to the city centre skyline from Crescent Road and Rose Hill and also competition and change of character in elevated views to the south-east from the city centre. Care will also have to be taken to ensure taller buildings do not impact on attractive views of the south western hills gained from elevated streets to the east of Cowley Road. Development exceeding 15m should be very carefully considered and designed.

9.43 Development sites within the district centre should generally be high density development of 100dph+ consisting of 1/2/3 bed apartments and 2/3/4 bed courtyard houses.

9.44 **Vision**

"To recognise the existing character and valued facilities of the centre and build on these to support its long-term future as a vibrant, attractive centre."

Policy AOC4: East Oxford-Cowley Road District Centre

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Consolidation of a retail core and a clearer definition of the primary shopping area;
- Improve the quality of buildings and their relationship to the street, shopfronts and signage;
- Acknowledge the current restaurant and leisure provision;
- New residential development will be promoted on the upper floors of existing commercial premises, other than existing offices that are protected;
- Support new employment on upper floors;
- Public realm improvements for cyclists and pedestrians;
- Enhancement and new opportunities for public open space such as tree planting, redesigns etc;
- Better reveal and enhance heritage assets and their setting

Area of Change: Summertown District Centre

9.45 **Context**

Summertown District Centre is located to the north of the city along the Banbury Road, a major radial route and gateway into the city centre. It is well served by public transport, cycle and pedestrian routes and is a vibrant centre with a good retail mix, some major employers, a sports centre, University buildings and a theatre. It is characterised by 2-3 storey, moderate sized terraced properties whose lower floors have been converted to shop frontages and large 3-4 storey commercial buildings of varying quality with retail uses at ground floor. Banbury Road is wide with on street, short term parking, good public realm, contemporary street furniture and mature trees that make an important contribution to the townscape. To the east and west of the district centre, streets form a regular pattern of Victorian terraced housing and villas of architectural integrity leading to the River Thames and Cherwell flood plains. A number of independent schools are located adjacent to the centre. The North Oxford Victorian Suburb Conservation Area is immediately to the south.

9.46 Opportunities for development within the centre are primarily linked to the Diamond Place site for which a Supplementary Planning Document

has been adopted. The Diamond Place site is of significance to the Summertown area because of its size, its location behind the shopping frontage and its current uses, all of which give potential for development to bring considerable benefits. There is an excellent opportunity to develop the site in a way that enhances the local area, without loss of the important functions it already performs. The vision for that site is that a mix of uses will bring extra activity to create a successful place which will have its own identity as a quieter, more tranquil part of the district centre, offering an attractive public open space for people to stop and enjoy.

9.47 Key heritage considerations

The setting of listed buildings and the character of the adjoining North Oxford Victorian Suburb Conservation Area.

9.48 Building heights and density

Existing development in the area is predominantly 2-4 storeys, with a maximum of 28.9m. Development at 18m will create competition in the views from/across Elsfield and Boars Hill. Development at 24m will create skylining in the views from St Mary's. Development exceeding 18m should be particularly carefully considered and designed in terms of the impact of the height.

9.49 Development sites within the district centre should generally be high density development of 100dph+ consisting of 1/2/3 bed apartments and 2/3/4 bed courtyard houses.

9.50 Vision

"To build on the mix of uses, vibrancy and distinct character of the district centre."

Policy AOC5: Summertown District Centre

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant: Within the district centre:

- Rationalise the expanse of public and work place car parking that exists to make more efficient use of land;
- Build on its independent offer by enhancing the variety and choice of retailers;
- Support new residential and employment on upper floors;
- Create new areas of public realm;
- Build on the existing mix of uses by creating a high density environment that contributes to the vibrancy of the place;
- Better integrate the landscape setting of Summertown with the district centre;
- Improve pedestrian and cycle links to wider strategic routes into and out of the city;
- Create a new neighbourhood of high density, contemporary housing; and
- Create areas of amenity for new and existing neighbourhoods.



Summer Fields School Athletics Track

Site area: 1.38hectares/3.41 acres
Ward: North
Landowner: Summer Fields School
Current use: Playing Fields
Flood Zone: FZ1

- 9.51 This site comprises playing fields in private use by Summer Fields School. In summer an athletics track is painted onto the grass. The School is able to relocate this facility within its relatively extensive grounds.
- 9.52 The site adjoins the Ferry Car Park. Access to the Athletics Track site would be from the Banbury Road, through the redeveloped Diamond Place site. The Diamond Place SPD requires access through the site into the Athletics Track site to be designed-in.
- 9.53 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP5: Summer Fields School Athletics Track



Planning permission will be granted for residential development. The minimum number of homes to be delivered is 120. Other complementary uses will be considered on their merits.

Pedestrian and cycle links through and to the site should be enhanced.

Diamond Place and Ewert House, Summertown

Site area: 1.73 hectares/4.27 acres
Ward: St Margarets
Landowner: Mainly Oxford City Council and University of Oxford
Current use: Public car parks, academic, offices
Flood Zone: FZ1

- 9.54 This site comprises car parks, office and academic use. The University of Oxford intend to relocate the Examination Halls of Ewert House to an alternative site and the City Council is seeking to make better use of the car parks. The site is entirely within the designation of Summertown District Centre so a mix of town centre uses should be encouraged here. Development should not compromise the successful development of the adjacent Summertown strategic site (residential development). There is high

potential for archaeological interest as the site is adjacent to cropmarks of likely prehistoric or Roman date.

- 9.55 The City and County Council are seeking to reduce the use of the private car within Oxford and a reduction in car parking would discourage car use although the car park is important to local traders and its total loss would be detrimental. The City Council has undertaken a review of its public car parks and considers that there is potential for development above the car park which will result in the loss of some car parking spaces. Sufficient car parking spaces should be retained at a level at which the City Council considers is reasonable to serve the local area bearing in mind the quality of public transport to the area and the current level of usage of the car park.
- 9.56 The retained car parking could be in a different form such as beneath ground level (undercroft), decking or surface level with buildings above. Parking beneath ground is less likely to be appropriate here due to its potential impact on groundwater and any such proposal will need to assess its effect on groundwater. High quality design will be expected in order to deliver a safe parking environment with active frontages to ensure a sense of safety and vitality with easy and clear access to shops. Provision must be made for a temporary car park during construction.
- 9.57 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP6: Diamond Place and Ewert House



Planning permission will be granted for a mixed use development at Diamond Place and Ewert House have regard to, which could include the following uses:

- Residential development;
- employment;
- student accommodation.

The minimum number of homes to be delivered is 160.

Other town centre uses may also be appropriate. Retail development should be on the ground floor. Sufficient car parking spaces should be retained at a level at which the City Council considers is reasonable to serve the local area and provision must be made for temporary car parking during construction. Cycle stands for public cycle parking should be provided on site.

Pedestrian and cycle links through and to the site should be enhanced.



Area of Change: Headington District Centre

9.58 Context

The centre reflects part of the historical, rural character of the area with remnants of stone buildings and boundary walls, which play an important part of the area's character. The street varies in width through the centre with wide pavements fronting properties in places. The district centre is surrounded by inter and post-war housing and Victorian and Edwardian terraces. Bury Knowle Park, a historic parkland, is located to the east of the centre, Old Headington Conservation Area is located to the north and Headington Quarry to the east.

9.59 Key heritage considerations

The setting of listed buildings within the area and also the impact on the historic character of adjoining Conservation Areas (Headington Hill, Old Headington and Headington Quarry).

9.60 Building heights and density

The centre is characterised by 2-3 storey, moderate sized terraced properties whose lower floors have been converted to shop frontages and large 3-4 storey commercial buildings of varying quality that infill plots. There may be an opportunity to redevelop some of these sites in a more intensive way which would still be in keeping with the character and the function of the centre. At 15m (approximately 5 storeys) and above buildings may create a skylining effect in views in from Elfield and will need careful design and justification.

9.61 Vision

"To create a high quality environment that builds on the community function of the district centre"

Policy AOC6: Headington District Centre

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Improve connectivity across London Road;
- Make more efficient use of land by consolidating uses and through infill and taller development;
- Enhance the public realm.

Area of Change: Cowley Branch Line

9.62 Context

The area surrounding the Cowley branch line is a major employment hub with the large employers of BMW Group, Unipart, Oxford Science Park and Oxford Business Park. The area consists of large scale, low density, modern commercial developments, many of which are visually prominent. The landscape is semi-rural and the Northfield and Littlemore Brookes are important ecological features.

- 9.63 The opening up of passenger services along Oxford's Cowley Branch Line would provide an alternative public transport solution to opening up the Eastern Arc to the city centre. The branch line currently extends just over three miles eastwards from Kennington Junction, which is situated approximately two miles south of Oxford station. The proposal would include potential stations at Oxford Science Park and Oxford Business Park.
- 9.64 **Key heritage considerations**
Potential impact on the historic character of the adjoining Oxford Stadium and Littlemore Conservation Areas. Potential impact on listed buildings in the surrounding area (particularly Littlemore).
- 9.65 **Building heights and density**
High density residential and employment development that makes efficient use of land will be expected. Development would need to be relatively tall (21m) before affecting views from St Mary's Tower. Buildings above this height will need careful design and justification. Consideration should also be given the nature of surrounding uses and impact on conservation areas and listed buildings.
- 9.66 **Vision**
"To ensure good connectivity by providing enhanced pedestrian and cycle access to the proposed stations."

Policy AOC7: Cowley Branch Line

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- To enhance existing tree cover and semi-rural landscape;
- To retain wildlife corridor function of the brooks;
- To safeguard land for proposed stations and access;
- To make more efficient use of space through intensification of existing sites; and
 - rationalisation of parking and reduction in surface-level car parking;
 - Improved connectivity between different parts of the area.

Unipart

Site area: 30.63 hectares/75.69 acres
 Ward: Lye Valley
 Landowner: Unipart Group
 Current Use: Unipart Group
 Flood Zone: FZ1

- 9.67 This large Category 1 employment site is an important site in providing employment land to deliver the objectives of the Local Plan 2036.

Policy SP7: Unipart



Planning permission will be granted for B1, B2 and B8 employment uses at Unipart. Other complementary uses will be considered on their merits.

Opportunities should be sought to enhance and promote more sustainable travel modes to the Unipart site.

MINI Plant Oxford

Site area: 82.13 hectares / 202.95 acres
Ward: Lye Valley
Landowner: BMW
Current Use: Car Plant
Flood Zone: FZ1

- 9.68 This is an important Category 1 employment site in Oxford and as such should be protected to ensure it delivers the economic objectives of the Local Plan 2036.

Policy SP8: MINI Plant Oxford



Planning permission will be granted for B1, B2 uses. B8 uses will be permitted where they directly support the employment uses at the site. Other complementary uses will be considered on their merits.

Notwithstanding the requirement in Policy E1 for no loss of employment floorspace, increase in employment floorspace and jobs per hectare, planning permission will be granted for development on this site that results in a loss of employment floorspace or jobs per hectare where the land is retained for B1, B2 and B8 uses associated with operations at MINI Plant Oxford.

Opportunities should be sought to enhance and promote more sustainable travel modes to the MINI Plant Oxford.

The Oxford Science Park

Site area:	27.1 hectares /66.96 acres
Ward:	Littlemore
Landowner:	Magdalen College, and Oxford City Council
Current use:	Science Park and Vacant
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.69 This site is a Category 1 employment site and as such is a key site for delivering the Oxford Local Plan's aim of managed economic growth to 2036. The site, established in 1991 is at the forefront of providing employment opportunities based around research and development. The site contains some undeveloped plots and it is anticipated that an additional estimated 2,800m² of floorspace can be provided.
- 9.70 Development proposals should take into consideration the potential presence of Saxon and Roman archaeological remains and the nearby listed building. Proposals would be required to demonstrate that they comply with the requirements of Policies DH3 and DH4.
- 9.71 Slow worms are present on sites in surrounding areas. To allow them to move between areas a buffer should be retained along the railway corridor. More vulnerable development will be expected to be directed away from Flood Zone 3b.
- 9.72 Access to the site is heavily dependent upon the private car. Opportunities to enhance transport links to the site to provide an alternative from the private car will be encouraged. This will include ensuring that any opportunities to re-open the Cowley Branch Line are pursued and supports appropriate measures, as agreed by the Local Planning Authority in consultation with the Highways Authority to improve bus services to the Eastern Arc. These alternative transport opportunities will increase sustainability and reduce need for cars.
- 9.73 Future development of the site should maximise opportunities to enhance external areas to provide useful outdoor spaces and encourage activity outdoors. Existing recreational facilities, such as football/tennis courts but this could be integrated into the landscape to improve the quality of outdoor space and setting for buildings. This attention to design should provide an "enhanced sense of place" for the science park. Design of future buildings should take the opportunity to demonstrate the principles of science and technology and innovation in the architecture.

Policy SP9: The Oxford Science Park (Littlemore & Minchery Farm)



Planning permission will be granted for B1 employment uses that directly relate to Oxford's key sectors of research led employment at The Oxford Science Park. Other complementary uses will be considered on their merits. Development should be designed to enhance the external appearance of the science park and to optimise opportunities to enhance the landscape

and provide attractive public open space for the occupants. The re-opening of the Cowley Branchline will provide a realistic alternative to the private car for gaining access to the science park.

Opportunities should be sought to enhance and promote more sustainable travel to and from the park.

A buffer should be retained along the railway corridor to allow for the movement of the protected species.

Development should not have an adverse impact upon the wildlife corridor or any archaeological remains.

Oxford Business Park

Site area: 35.4 hectares/84.48 acres
Ward: Cowley
Landowner: Goodman
Current use: Vacant previously developed land
Flood Zone: FZ1

- 9.74 This site is a Category 1 Employment site and as such is a key site for delivering the Oxford Local Plan's aim of managed economic growth to 2036. Owing to the constrained nature of Oxford, the category 1 sites have been afforded most protection to ensure that their employment uses are maintained. The wider business park has already had permitted a number of ancillary non-Class B uses and further such uses would be inappropriate as they would prevent the delivery of employment on this site. There are a few remaining plots still to be developed on the business park. These will provide valuable B1 provision to meet the city's need.
- 9.75 Oxfordshire County Council's Local Transport Plan seeks to reduce car parking on major employment sites within Oxford. As such both the City and County Council will actively seek measures which will provide opportunities for people to travel to the site other than by private car. Improved bus connectivity to the Eastern Arc from across the city will be supported. Access to this site would be enhanced considerably with the opening up of the Cowley Branch Line to passengers.

Policy SP10: Oxford Business Park



Planning permission will be granted for B1 and B2 employment uses at Oxford Business Park. Other complementary uses will be considered on their merits.

Opportunities should be sought to enhance and promote more sustainable travel modes to the business park.

A biodiversity survey will be expected to assess the biodiversity value of the undeveloped plots on the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Sandy Lane Recreation Ground and Land to the Rear of the Retail Park

Site area:	5.15 hectares/ 12.73 acres
Ward:	Blackbird Leys
Landowner:	Oxford City Council
Current use:	Green open space with sports pitches; vacant car parking area off Ambassador Ave.
Flood Zone:	FZ1

- 9.76 This site is comprised of the land adjacent to the Oxford Retail Park and currently a disused car park (1.11ha) which was once used for storage of production cars, until in 1995 permission was given for use of the site as a car park for Rover employees. The site is adjacent to the Cowley Branch line which forms the eastern and south eastern boundary to the site. As such part of the site, the area currently being used as a car park, must be safeguarded so that a small station allowing passenger access to the branchline can be developed when the branchline is re-opened for passenger trains. The larger, western part of the site has been used for sports pitches, providing two full sized football pitches and one junior pitch. However, there is no evidence of this formal use and the site is now used for more informal recreational purposes. The site is generally flat, although access is taken from Blackbird Leys Road which is elevated above the site resulting in a level difference. The eastern bypass runs parallel to the north-western boundary of the site. There is planting adjacent to both the bypass and railway line.
- 9.77 The site is surrounded by fairly low density and low height development, which has allowed views of the hills and fields to the south to be retained. The centre of the site would be most suitable for higher buildings, but even here heights of more than 4 storeys would be likely to be unsuitable. There is room within the site for the 2 full sized and one junior sized playing pitches to continue to be provided, alongside residential development and a platform for the Cowley Branchline.

- 9.78 The western part of the site, adjacent to Blackbird Leys Road, is most suitable for residential development, where it can be better connected to existing residential areas, and close to public transport, walking and cycling routes. The site should be reconfigured to allow retention and improvement of sports pitches on the eastern part and residential development on the western part.

Policy SP11: Sandy Lane Recreation Ground and Land to the Rear of the Retail Park



Planning permission will be granted for residential development at the Sandy Lane Recreation Ground and Land to the Rear of the Retail Park. The minimum number of homes to be delivered is 120. Enhanced outdoor sport facilities should be provided, in line with the requirements of Policy G5, with pitches at least equivalent to 2 full-sized football pitches and one junior pitch provided. Some appropriately sited land should be safeguarded to allow for future development of a passenger station for the Cowley Branchline. Other complementary uses will be considered on their merits.

Residential development should be located on the western part of the site with access from Blackbird Leys Road.

Northfield Hostel, Sandy Lane West

Site area:	0.7 hectares/1.73 acres
Ward:	Littlemore
Landowner:	Oxfordshire County Council
Current use:	Former Hostel for Northfield Special School (currently unoccupied)
Flood Zone:	FZ1

- 9.79 Northfield Hostel was previously in use as accommodation for pupils at Northfield School. It is now unoccupied and Oxfordshire County Council would like to relocate the school elsewhere in Oxfordshire.
- 9.80 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP12: Northfield Hostel



Planning permission will be granted for residential dwellings providing a minimum of 30 homes at Northfield Hostel.

Planning permission for residential development will only be granted if Oxfordshire County Council demonstrate that the site is no longer needed for a school and hostel. Planning permission will also be granted for education uses. Other complementary uses will be considered on their merits.

Edge of Playing Fields, Oxford Academy

Site area:	0.58 hectares/1.43 acres
Ward:	Littlemore
Landowner:	Oxfordshire County Council (Freehold Owner)
Current use:	School playing field
Flood Zone:	FZ1

- 9.81 This site comprises spare land at the edge of the playing fields of Oxford Academy. It is at a lower level than the rest of the playfields, and not an intrinsic or well-used part of the outdoor sport offer. The site is adjacent to new development at Denny Gardens, and there is potential to access the site through Denny Gardens. The site is suitable for residential development, which could be employer-linked housing provided for employees of the academy trust.
- 9.82 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP13: Edge of Playing Fields, Oxford Academy



Planning permission will be granted for residential development at Edge of Playing Fields, Oxford Academy. Residential dwellings could include employer-linked affordable housing in accordance with Policy H3. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits. The site to be developed is to be the playing field only and must not encroach upon the playing pitches. The loss of part of the playing field will require qualitative improvements to be undertaken to the City Council's satisfaction to the remaining playing field.

Kassam Stadium sites, Grenoble Road

Site area:	6.71 hectares/16.58 acres (Plot A) 2.29 hectares/5.66 acres (Plot B)
Ward:	Littlemore
Landowner:	Firoka Ltd and Oxford City Council
Current use:	Football stadium, commercial leisure, food and drink, retail and car parking
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.83 This site consists of two plots. Plot A includes the Kassam football stadium and car parking. Plot B is to the north east of Plot A and is an overflow car park for the football stadium. The sites are located within an area that includes employment, residential, open space and commercial leisure and is on the edge of the regeneration area of Blackbird Leys. Access is from Grenoble Road and there are a number of public rights of way crossing the site. The north east part of Plot A is a former landfill site but there is a high potential for archaeological interest on other parts of that plot.
- 9.84 The car park is overflow for Oxford United Football Club (OUFC) who consider that the land, including that around the stadium, could be used more efficiently by providing the car parking in other ways and introducing new development around the stadium. This site is suitable for a variety of uses. A sufficient and appropriate level of car parking should be re-provided, but there should be no increase in parking spaces and opportunities should be identified to improve sustainable modes of transport to the area. Some small shops ancillary to the stadium complex would be suitable providing that they will not act as 'destination' retail shops. It is important to ensure that any retail units are of an appropriate scale so that they do not conflict with the viability of retail units in Blackbird Leys district centre.
- 9.85 Slow worms are present on sites in surrounding areas. To allow them to move between areas a buffer should be retained along the railway corridor. More vulnerable development will be expected to be directed away from Flood Zone 3b.

Policy SP14: Kassam Stadium Sites



Planning permission will be granted for a residential-led development and public open space on the Kassam Stadium sites. The minimum number of homes to be delivered is 150. In addition, development could include commercial leisure, education and small-scale local shops ancillary to the stadium complex. Other complementary uses will be considered on their merits.

The football stadium should remain (unless it has been replaced elsewhere in Oxford or in proximity to Oxford) although there may be opportunity to develop new residential development within the corners of the stadium. Development should not prejudice the development of the west stand.

A minimum of 10% of the area developed for residential should be for public open space which should be accessible for existing residents of Blackbird Leys. The development should be designed to ensure active frontages face onto the open space.

Access to the site by public transport and other sustainable modes of transport should be improved. There should be no increase in parking.

The public rights of way should either be retained and enhanced, or provision made for them to be diverted. Development should not have an adverse impact upon the Oxford City Wildlife Site and a buffer should be retained along the railway corridor to allow for the movement of protected species.

Knights Road

Site area:	2.25 hectares/5.56 acres
Ward:	Northfield Brook
Landowner:	Oxford City Council
Current use:	Open space
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.86 This site comprises some poor quality open space. It is adjacent to Spindleberry Nature Park and the Kassam Stadium. The site was allocated for development in the Sites and Housing Plan 2011-2026.
- 9.87 The site is suitable for residential use. Development should enhance the quality and safety of the area. The relationship between new development and remaining green areas, particularly Spindleberry Park should be carefully considered. More vulnerable development will be expected to be directed away from Flood Zone 3b. The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for.
- 9.88 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gik1203.as Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.



Policy SP15: Knights Road



Planning permission will be granted for residential-led development and public open space on the Knights Road site. The minimum number of homes to be delivered is 80. Other complementary uses will be considered on their merits.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Area of Change: Marston Road

9.89 Context

The area around the south west part of Marston Road includes several currently underutilised sites with development potential. It is also a sensitive area because of proximity to important parks, its proximity to the River Cherwell and the presence of several listed buildings and some significant archaeological interest as the site is near identified Civil War defences and the Fairfax siege line. A visual connection to the historic significance of the area remains as the open spaces capture the relationship between the parliamentary cease line and no man's land where firing happened from the hill down to the town. It is important that development in this area takes place with regard to the sensitivities and in a holistic manner.

9.90 The area creates a sense of a breathing space and distinct break with St Clements, with both Headington Hill and Marston Road having a relatively wide open street feel. This distinctive and positive character should be maintained, but there are also opportunities to create a more active street frontage on the eastern side of Marston Road and for development to address Headington Park better, creating a better relationship between development and the park, and extending the greenery of the park through development sites.

9.91 Key heritage considerations

Potential impact on the historic character of the Headington Hill, St Clement's and Iffley Road and Beauchamp Lane Conservation Areas.

9.92 The setting of Listed Buildings including Headington Hill House and St Clement's Church.

9.93 The importance of the green setting to views from the historic core and across the Cherwell Meadow.

9.94 Visual competition and change of character in elevated views to the east from the city centre, obstruction or visual competition and change in character in views to the centre from Raleigh Park and South Park.

9.95 Building heights and density

Development should make more efficient land, whilst being conscious of the importance of the semi-rural setting of the area and heritage considerations including views within the area and out from and in to the historic core.

Policy AOC8: Marston Road

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Maintain the heritage significance of the setting of Headington Hill Hall
- Maintain the frontage of St Clements Church and ensure the setting is not compromised
- Maintain the rural character of Cuckoo Lane whilst taking opportunities to enhance its function as a walking and cycling route.
- Retain the spacious rural feel.
- Develop the inactive frontages along the Marston Road
- Improved connectivity between different parts of the area
- Ensure protection of the New Marston SSSI

Government Buildings and Harcourt House, Marston Road

Site area:	2.36 hectares/5.83 acres
Ward:	Headington Hill and Northway
Landowner:	Oxford Centre for Islamic Studies (OCIS)
Current use:	Storage area for OCIS / Temporary vehicle rental. Army cadets and part vacant.
Flood Zone:	FZ1

9.96 The site is adjacent to student accommodation in John Garne Way and opposite academic uses of the Oxford Centre for Islamic Studies (OCIS) a Recognised Independent Centre of the University of Oxford. The pedestrian and cycle way of Cuckoo Lane runs through the middle of the site and is rural in character enclosed by mature vegetation. In terms of its ecological features the site is within a wildlife corridor and within 600m of the New Marston Meadows SSSI. It should be retained as a green route as well as being enhanced for cycling and walking. The site is adjacent to the Headington Hill and the St Clements and Iffley Road Conservation Areas. There is a high potential for archaeological interest as the site is near identified Civil War defences and the Fairfax siege line. Any new development would be required to demonstrate compliance with the requirements of Policies DH3 and DH4.

9.97 OCIS is keen to use this site as an expansion to their existing site on the opposite side of the road for student accommodation, visiting lecturers, staff and their families with some ancillary teaching and social space. This type of allocation would enable OCIS to focus their development around their existing site. This site is on the Marston Road with good public transport links to the city centre and hospitals. There is footpath access from the site along Cuckoo Lane to the Oxford Brookes University Headington campus. There is no footway along Marston Road for part of the site. Any new development should include a footway and a pedestrian crossing to integrate the site with the Islamic Centre opposite.

9.98 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP16: Government Buildings and Harcourt House



Planning permission will be granted for residential development, student accommodation and academic institutional uses at the Government Buildings and Harcourt House site. The minimum number of homes to be delivered is 70. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Development should include a footway along the site frontage and a pedestrian crossing to connect with the existing footway network on the western side of Marston Road. Cuckoo Lane should be enhanced as a pedestrian and cycle route whilst retaining its green character. Green features and landscaping should be designed with consideration of how to link to Headington Hill Park.

Planning permission will only be granted if it can be proven that there would be no adverse impact on the New Marston Meadows SSSI.

Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water flows. Development proposals must incorporate sustainable drainage with an acceptable management plan.

A biodiversity survey may be required to assess the biodiversity value of the site and where appropriate it should be demonstrated how harm will be avoided, mitigated or compensated.

Headington Hill Hall and Clive Booth Student Village

Site area:	10.05 hectares/24.83 acres
Ward:	Headington Hill and Northway
Landowner:	Oxford Brookes
Current use:	Academic institutional and student accommodation
Flood Zone:	FZ1

- 9.99 This site is home to academic and teaching facilities of Oxford Brookes and student accommodation. The entrance to the Headington Hill Hall site is from Headington Hill, opposite Oxford Brookes's main teaching and academic centre at Gypsy Lane. The Clive Booth student village stretches down to Marston Road. Oxford Brookes has plans to develop this site to create a vibrant academic community with better facilities for students, staff and the community, using the estate more efficiently. As well as enabling Oxford Brookes to relocate from their Wheatley campus, it will also contribute to their aim of reducing the number of students living outside of university-managed accommodation, as a significant increase in the number of student rooms can be accommodated in a redeveloped Clive Booth Student Village.
- 9.100 Headington Hill Hall and Lodge House are both listed buildings and much of the site falls within the Headington Hill Conservation Area. The conservation area has a highly sensitive relationship with its setting. The well-treed slopes of the hill are important to the setting of the City Centre Conservation Area in views from the west, making an important contribution as the green backdrop in the famous views of the city of 'dreaming spires' and providing a number of features of historic or architectural interest in these views. Furthermore, the special historic interest of the conservation area includes the ability to look out from a number of viewpoints over the city of Oxford and towards the 'dreaming spires'. The character of views over the city and from the historic core must be conserved. The grounds of Headington Hill Hall create an attractive parkland landscape setting. The site is steeply sloping in parts. Design must in accordance with Policy DH3, respond appropriately to the characteristics of the site, ensure it has a positive impact on the setting of the listed buildings and conservation area and the impact on views, particularly from the historic core. Enhancing the landscape setting of the site will be particularly important. There are a large number of significant mature trees and some important tree groups, many of which will need to be preserved. Overall, there must be no loss of tree canopy in the long term. Development should have a positive impact on the relationship between buildings and the parkland setting. Development that rises above the treeline will need to be very carefully considered and justified. The New Marston Meadows SSSI is within 600m of the site and is sensitive to changes in the flows and quality of water in the river Cherwell due to it being in floodplain.
- 9.101 Development proposals should improve the pedestrian and cycle connectivity around the site, following desire lines between different parts of the site and from Gypsy Lane.

Policy SP17: Headington Hill Hall and Clive Booth Student Village



Planning permission will be granted for additional academic and teaching facilities and associated sport, social and leisure facilities, student accommodation and residential development at Headington Hill Hall and Clive Booth Student Village. Residential development could include employer-linked affordable housing in accordance with Policy H3. The minimum number of homes to be delivered is 200. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the New Marston SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water flows. Development proposals must incorporate sustainable drainage with an acceptable management plan.

The development will be expected to minimise car parking spaces on site, and there should be no increase. Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle access should be enhanced across the whole site, following desire lines from the Gipsy Lane campus and between different parts of the site.

Land surrounding St Clement's Church

Site area:	1.61 hectares/ 3.98 acres
Ward:	St Clement's
Landowner:	Magdalen College
Current use:	Greenfield, green open space
Flood Zone:	FZ1

9.102 The site surrounds the Grade II* listed St. Clement's Church and its cemetery. It is mainly greenfield, with a number of substantial trees that screen the site from the church and road. The site also contains Air Training Corps huts on the southern side. The ATC huts are a public amenity. With careful design, scope exists for residential development that improves access, permeability, and experience of the site. A small area of the western part of the site lies in flood zone 2. The New Marston Meadows SSSI is within 600m of the site and

is sensitive to changes in the flows and quality of water in the river Cherwell due to being in its floodplain. There have been issues previously with sewage leakages, therefore the network capacity needs to be considered.

- 9.103 Careful design development would be required to accommodate development whilst conserving and enhancing the conservation area and the setting of the Church. The conservation area appraisal identifies the open character of this part of Marston Road and the way in which St Clement's church is set within a green enclave as key features. To conserve this character, development should be set back from Marston Road, and kept relatively low. New development must respond to the setting, framing, and response to the Grade II* listed church. Due to the heritage interest of the site, development should demonstrate compliance with Policy DH3. A new vehicular access from Marston Road should be made at the northern part of the site to ensure the more sensitive area to the south is protected.
- 9.104 There is still a clear visual relationship between the river and its meadows, the church and the green slope of Headington Hill, with views from the church across the Cherwell and towards Magdalen College, which should be referenced in new development. The southern part of the site lies within the South Park view cone and the impact of development on views of the historic core should be carefully considered.

Policy SP18: Land surrounding St Clement's Church



Planning permission will be granted for residential development and/or student accommodation at the Land surrounding St Clement's Church site. Planning permission will also be granted for a children's nursery as a complementary use. Other complementary uses will be considered on their merits.

Development should be set back from the Marston Road to maintain the open character of this part of Marston Road and the green setting of the Church. Trees along the frontage and surrounding the church should be retained.

A new access will be required from the Marston Road to serve the northern part of the site.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the New Marston SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.

All proposals should minimise impact on air quality during construction phase.

Area of Change: Old Road

9.105 Context

This area includes several hospitals and is also increasingly the focus of medical research. It is beneficial to link clinical practice at the hospitals strongly with university research. Recent development at the Old Road Campus on the former Park Hospital site has introduced cutting-edge medical research facilities to the area. Facilitating further development of medical research, linked to clinical practice carried out in the hospitals, is part of the Plan's strategy. Development in this area should integrate with the wider Headington area and should avoid negative impacts from traffic generation.

9.106 The area is in a sensitive location, having an attractive and important natural setting, with tree cover that is important in the views out from the historic core and which contributes to the positive character of the area. This is also a residential area, set within the urban area of Oxford, and any development must consider how potential negative impacts on residents will be avoided; in particular development should avoid traffic generation that increases congestion in this already busy area. However, more intensive and efficient use of the sites could be made. There are many low buildings, and predominant heights are 2-4 storeys.

9.107 Key heritage considerations

Any impact on the historic character of the Headington Hill, St Clement's and Iffley Road and Beauchamp Lane Conservation Areas.

9.108 The setting of Listed Buildings including Headington Hill House and St Clement's Church.

9.109 The importance of the green setting to views from the historic core and across the Cherwell Meadow.

9.110 Visual competition and change of character in elevated views to the east from the city centre, obstruction or visual competition and change in character in views to the centre from Raleigh Park and South Park.

9.111 Building heights and density

More intensive use of sites to make more efficient use of land, especially of surface-level car parks and 1-2 storey buildings generally 4-5 storeys, potential for some buildings up to 24m (higher would need considerable justification and careful design), but also some buildings should be low around the edges of the sites in consideration of neighbouring uses and the rural setting.

Policy AOC9: Old Road

Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:

- Uses should enhance or support use of the area of medical and clinical research and practice
- Intensification should take place on existing sites
- Many of the sites include large and separated areas of surface-level parking, which should be rationalised

- Buildings higher than existing will often be appropriate, but at 24m a skylining effect will be created, affecting important views out from St Mary's tower
- Maintain and enhance the natural, rural edge setting along Boundary Brook.

Warneford Meadow and the Lye Valley along the south and east boundary. This is an attractive and important natural setting providing a pleasant contrast with the large scale and footprint utilitarian buildings of the hospital.

- Better relate the development sites with their natural setting, improving access and intervisibility
- New buildings should be inspired by this natural setting in terms of orientation, form and materials
- A masterplan approach for individual sites or across the sites is encouraged
- New buildings should have active frontages to avoid creating large buildings and dead, quiet streets
- Retain the backdrop of mature trees and views to it to help new development better assimilate into the landscape.

Churchill Hospital Site

Site area:	22.73 hectares/56.17 acres
Ward:	Churchill
Landowner:	Oxford University Hospitals NHS Trust
Current use:	Hospital
Flood Zone:	FZ1

- 9.112 The Oxford University Hospitals NHS Trust is confident that their future operational requirements can be met on the site through redevelopment and by making more efficient use of land. Some areas of the site will no longer be required by the Trust and will become available for alternative uses.
- 9.113 Many of the current buildings on the Churchill Site are low-quality, single-storey buildings and floorspace could be increased on the site by redeveloping these buildings at an appropriate density and scale. Buildings from the original hospital used during the Second World War have been retained and these are non-designated heritage assets. They make a positive contribution in terms of their visual interest and in providing a historical reference to the interesting history of the site. Their value should be recognised in future proposals and should be used to inspire and enrich the identity, character and quality of new development on the site.
- 9.114 The Plan Strategy focuses hospital related development on the existing sites in Headington and Marston. Hospital related uses should remain the main focus of the site. Focussing development on existing sites creates opportunities for shared trips to the sites which would reduce traffic



movement, provide opportunities to reduce parking on the site and provide an incentive for improved public transport to the site. This should remain the aim for any alternative uses developed on the site. Oxfordshire County Council's Local Transport Plan seeks to reduce car parking on all the hospital sites within Oxford but the City Council would need to be satisfied that any new development would not lead to added parking pressure on surrounding residential areas.

- 9.115 It would be beneficial for the hospital if the site were to be developed for uses where the close proximity of the hospital is important. Employment uses which have a particular need to be located close to the hospital, such as pharmaceutical companies needing access to patients for research purposes, would be suitable. Employer-linked housing that supports the main uses of the site will also be supported. Complementary uses which would also be suitable but which should not dominate the new development on the site are general residential and student accommodation, because the site is already established for accommodation of those linked to the hospital, it could also be used for student accommodation that supports other uses on the site. Retail development should be small scale units so as they do not act as destination shops.
- 9.116 The site has a natural, rural edge setting with Boundary Brook and Warneford Meadow running along the south and west boundaries and the Lye Valley SSSI adjacent along the south and east boundary. This is an attractive and important natural setting providing a pleasant contrast with the large scale and footprint utilitarian buildings of the hospital. There is an opportunity to better relate the site with its natural setting, improving access and inter-visibility and linkages, and using the natural setting to inspire new buildings. Opportunities should also be taken to establish a more direct and pleasant route within the site to connect Hill Top Road towards Headington, Wood Farm and Lye Valley.
- 9.117 This is a large site so its redevelopment will inevitably involve creation of many new buildings. These should be designed to create active frontages and to avoid creating large buildings and dead, quiet streets.
- 9.118 The site is raised up above the golf course, Warneford Meadow, Lye Valley. Therefore height impact of buildings must be considered from these surrounding areas.
- 9.119 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP19: Churchill Hospital Site



Planning permission will be granted for:

- i. further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the Churchill Hospital Site.
- ii. Other suitable uses which must have an operational link to the hospital and are:

- employment B1(b), B1(c) and B2;
- patient hotel;
- primary health care;
- education;
- academic institutional;
- extra care accommodation, including elderly persons accommodation

iii. Complementary acceptable uses:

- Residential development
- employer-linked affordable housing;
- student accommodation;
- small scale retail units provided that they are ancillary to the hospital

Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

New buildings should be designed to create active frontages and avoid creating large areas of inactive frontage and dead streets. Design should draw inspiration from the non-designated heritage assets, drawing inspiration from them to inspire and enrich the identity, character and quality of new development on the site. Evidence should be provided to demonstrate that there is not a negative height impact from surrounding areas.

Development proposals must not prejudice bus access through the site. Improvements to public transport access will be required. Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. Mitigation measures will be required to ensure that proposals do not lead to increased parking pressure on nearby residential streets. Footpaths should be created across the site.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan. Important trees should be retained. A buffer zone should be provided during the construction period to avoid disturbance to the adjacent SSSI.



Nuffield Orthopaedic Centre

Site area:	8.37 hectares/20.68 acres
Ward:	Headington
Landowner:	Oxford University Hospitals NHS Trust
Current use:	Hospital, medical research, vacant previously developed land
Flood Zone:	FZ1

- 9.120 The Nuffield Orthopaedic Centre is a modern hospital site with 2 or 3 storey buildings. It has significant roads on two sides (Old Road and Windmill Road) and adjacent residential development to the north and west. Large institutional frontages are set back from the roads, with open space mainly in the centre of the site. There is scope for intensification of the site with more efficient use of the space, including rationalising car park provision, better designed and sited open spaces and potentially increased heights.
- 9.121 The Oxford University Hospitals NHS Trust would like to undertake further improvements to the vacant parts of the site. Hospital related uses should remain the primary use of the site. Employer-linked housing that supports the main uses of the site will also be supported. Focussing development on existing sites creates opportunities for shared trips to the sites which would reduce traffic movement, provide opportunities to reduce parking on the site and provide an incentive for improved public transport to the site. Oxfordshire County Council's Local Transport Plan seeks to reduce car parking on all the hospital sites within Oxford.
- 9.122 A more holistically designed and integrated layout creates a more efficient use of land and also improves the experience of using the site, especially for pedestrians. New development should improve pedestrian and cycle connections into and through the site, better integrating the site into the surrounding street network and residential areas. Development should better address the surrounding environment. The mature trees and greenery fronting Old Road contribute positively to the character of Old Road and should be retained. The Rock Edge and Lye Valley SSSI's are in close proximity to the site. There is high potential for archaeological interest as Roman remains have been found in the area.

Policy SP20: Nuffield Orthopaedic Centre



Planning permission will be granted for further healthcare facilities and medical research including staff and patient facilities at the Nuffield Orthopaedic Centre. Planning permission will also be granted for residential development and extra care accommodation, employer-linked affordable housing that supports the main use of the site. Residential development could include employer-linked affordable housing in accordance with Policy H3. Other complementary uses will be considered on their merits.

Development proposals must not prejudice bus access through the site. There should be no increase in parking. Applicants will be expected to demonstrate how the development mitigates traffic impacts and maximises access by alternative means of transport. The pedestrian and cyclist should be improved with improved integration for pedestrians and cyclists with the surrounding environment and better links across and around the site.

Planning permission will only be granted if it can be proven that there would be no adverse impacts on the integrity of the Lye Valley and Rock Edge SSSI's. Development proposals should reduce surface water run-off in the area and should be accompanied by an assessment of groundwater and surface water to demonstrate that there would be no impact on surface and groundwater flow to the Lye Valley SSSI. Development proposals must incorporate sustainable drainage with an acceptable management plan.

Old Road Campus

Site area:	6.41 hectares/15.84 acres
Ward:	Churchill
Landowner:	University of Oxford
Current use:	Medical research
Flood Zone:	FZ1

- 9.123 The site is home to Oxford University's Medical Science Division. Opportunities for further development of this use on this site are supported and would comply with the strategy of focusing medical research facilities in Headington. The line of large mature trees and the stone wall along the Old Road boundary of the site make a positive contribution to the character of Old Road and should be retained. The green corridor along Boundary Brook should be maintained and the finger of mature trees and vegetation bisecting the site downwards from Old Road should be preserved and integrated into any new development on site. The existing stable, house, and stone wall at corner of Old Road and Churchill Drive tell a story of the heritage of the site, and best efforts should be made to retain them in situ and repurpose/integrate them into new development. Any new development should facilitate views towards landmark mature trees and green spaces and significant buildings on the site and in the neighbouring Churchill Hospital site.
- 9.124 Scope exists for increases in height of development that makes an intensive and efficient use of the remaining land on the site; the existing context of built form on site and large tall trees surrounding the boundary helps to mitigate potential impacts of height and softens the transition to neighbouring areas.
- 9.125 The site is close to a large area of Roman occupation so there is a high potential for archaeological interest within the site.



Policy SP21: Old Road Campus



Planning permission will be granted for additional medical teaching and research at Old Road Campus. Other complementary uses will be considered on their merits.

The development will be expected to minimise car parking spaces on site, and there should be no increase. Applicants will be expected to demonstrate how the development mitigates traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle access should be created across the whole site.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.

Warneford Hospital, Warneford Lane

Site area:	8.78 hectares/21.7 acres
Ward:	Churchill
Landowner:	Oxford Health NHS Foundation Trust
Current use:	Hospital, research, playing fields
Flood Zone:	FZ1

- 9.126 The buildings on the site are used by Oxford Health NHS Foundation Trust but they are in need of major refurbishment or redevelopment to comply with modern NHS standards. Replacement of the non-listed buildings on the site will be considered as part of any scheme but the listed buildings should be retained. Development opportunities are also constrained by the need to protect the landscaped grounds in front of the main hospital buildings, trees on site and the amenity of neighbouring residential properties. The site does not include Warneford Meadow which is a registered Town Green.
- 9.127 The landowner would like to relocate hospital facilities into new buildings on the playing fields. The loss of the sports facility is considered justified only due to the need for and benefits of new hospital development. The playing fields should be re-provided or a contribution made to another facility. The landowner may not require all the playing fields for hospital use. Being an existing campus site of Oxford Health NHS Foundation Trust, the site would also be suitable for employer-linked housing or student accommodation.

- 9.128 Development should be designed to enhance the listed buildings and their setting, Warneford Meadow and the mature trees and parkland setting. Views across and through the site of the historic buildings and of mature trees towards South Park, Old Road and the Churchill Hospital should be retained. Because of the character of the historic buildings and parkland and the semi-rural setting, development of 3-4 storeys is likely to be appropriate, subject to careful massing. Lower buildings heights to transition with the meadow to the south would help to retain the tranquil feel of the orchard and meadow. Due to the heritage interest of the site, development should demonstrate compliance with Policy DH3. Opportunity to draw a green link from Warneford Meadow into the site should also be considered to assist with biodiversity and legibility.

Policy SP22: Warneford Hospital



Planning permission will be granted for healthcare related facilities at Warneford Hospital and, provided adequate accommodation is provided for healthcare facilities, any of the following uses:

- residential development, including employer-linked affordable housing;
- student accommodation;
- hospital and medical research;
- B1(a) and B1(b) provided that they have an operational link to hospital uses;
- academic institutional;
- education

Other complementary uses will be considered on their merits.

Development must retain and enhance the listed buildings.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. The playing fields should be re- provided or a contribution made to another facility. To minimise impact upon the very sensitive Lye Valley SSSI, planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water run off in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.

Sites Released from Green Belt

9.129 The City Council considers that exceptional circumstances existed to justify alterations to the Green Belt boundary, due to the acute housing need, housing affordability and inequality. The Plan goes as far as possible to identify suitable housing sites within the built up area but these can only provide for a relatively small proportion of Oxford's housing needs. The Green Belt Study (LUC, 2017) assessed the potential release of sites SP23-SP30 from the Green Belt. These sites have been released from the Green Belt because their impact on it ranges from between a low to a moderate impact rating on the overall purposes of the Green Belt. The following sites have therefore been released from the Green Belt and are allocated for development.

Marston Paddock

Site area: 0.78 hectares/ 1.93 acres
Ward: Marston
Landowner: Aubrey-Fletcher
Current use: Paddock Land
Flood Zone: FZ1

9.130 The site is comprised of a single pasture field with a few trees and shrubs and well-treed hedgerows to the east and north. The current urban edge is defined by the residential park home site to the north. The site is a contained flat site with mature trees and hedgerows to the north east of the site.

9.131 The Green Belt Study (LUC 2017) found that the A40 represents a strong barrier between the site and the wider countryside to the east and north and the open fields to the south/south-east have a degree of separation from the wider countryside.

9.132 The site is on the edge of Marston village adjacent to existing residential and the Old Marston Conservation Area. Low density residential development is considered to be possible without harm to the conservation area. Careful design will be needed in order to ensure that the setting of the conservation area is conserved and enhanced. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.

9.133 Access to the site is via Butts Lane and Church Lane, which are of single carriageway width. Proposals for the development of this site would need to demonstrate that access arrangements would not be detrimental to highway safety.

Policy SP23: Marston Paddock



Planning permission will be granted for residential development at the Marston Paddock site. The minimum number of homes to be delivered is 39. Other complementary uses will be considered on their merits.

A minimum of 10% of the site should be used for public open space, which should be accessible for existing residents of Marston. The development should be designed to ensure active frontages face onto the open space.

Careful design must ensure that development proposals contribute towards the character of the conservation area. Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

St Frideswide Farm

Site area:	3.95 hectares/ 9.76 acres
Ward:	Wolvercote
Landowner:	Croudace Homes/Christ Church
Current use:	Arable farmland
Flood Zone:	FZ1

- 9.134 The site comprises mainly arable farmland. It is adjacent to the urban edge of Oxford, with fenced and lit tennis courts and hockey pitches to the south and some housing and the A4165 to the west. It lies on ground that slopes gently downhill towards the river Cherwell in the east and is visually part of extensive farmland to the north and east.
- 9.135 The Green Belt Study (LUC, 2017) assessed the potential release of the site from Green Belt as having a moderate impact on the overall purposes of the Green Belt. To compensate for the loss of Green Belt, connectivity and enhancements to surrounding sports and recreation and public rights of way should be implemented.
- 9.136 Land to the north and east of the site has been proposed as a strategic housing site by Cherwell District Council. This would mean that the new Green Belt boundary will be beyond the strategic housing site. Development within St Frideswide Farm should take place with regard to the potential development site to the north, within Cherwell District Council.
- 9.137 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. The hedgerows should be retained as part of the design where possible and to the east a hedgerow boundary with native trees should be established to create a boundary with the remaining

Green Belt. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.

9.138 Access to the site would need to be taken from the A4165 Oxford Road.

Policy SP24: St Frideswide Farm



Planning permission will be granted for residential development at the St Frideswide Farm site. The minimum number of homes to be delivered is 125. Other complementary uses will be considered on their merits.

Development should be designed with regard to potential adjacent development in Cherwell district, ensuring connectivity and integration.

The St Frideswide Farm site will be expected to provide 10% new public open space, which must be sited to be welcoming to existing residents. Development proposals should encourage active frontages to the new public open space. A hedgerow with native planting should be established to the east. Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Hill View Farm

Site area:	3.52 hectares/ 8.7 acres
Ward:	Marston
Landowner:	M K Dogar Limited
Current use:	Greenbelt agricultural buildings
Flood Zone:	FZ1

9.139 The site is comprised of hedged farmland and riverside meadow with some farm buildings, trees and shrubs and some mown areas. The site adjoins the defined urban edge at its south-eastern corner, on Mill Lane, next to Hill View Farm house and an associated property, which are in the Green Belt but outside of the site. The A40 Northern Bypass defines the north-eastern edge of the site.

9.140 There is a slight detachment between the site and the existing urban settlement edge, as allotments form the northern tip of the defined urban area. However the buildings to the south of the allotments, the Bradlands development, are prominent three-storey flats, so there is no significant separation between Marston and the site. The sense of separation from the urban edge gradually increases with distance from it. The openness of the Cherwell Valley, penetrating into the heart of Oxford, makes an important contribution to the City's historic setting and special character, but this parcel is peripheral within that area. The river itself meanders westwards along the edge of Sunnymead, so the parcel is some distance

from the valley floor floodplain, but the north-south orientation of the river to the south means that high buildings would still encroach on the perceived openness of the valley.

- 9.141 The site is adjacent to the Old Marston Conservation Area. Careful design will be needed in order to ensure that the setting of the conservation area is conserved and enhanced. Development must be sensitive to both the Green Belt and the character of the Old Marston Conservation Area. Relatively low-density and low height residential development will be required.
- 9.142 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. The hedgerows should be retained as part of the design where possible. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.143 Access to the site will need to be taken from Mill Lane and localised improvements will be required in order to demonstrate that two vehicles can pass each other along the duration of Mill Lane.

Policy SP25: Hill View Farm



Planning permission will be granted for residential development at the Hill View Farm site. The minimum number of homes to be delivered is 110. Other complementary uses will be considered on their merits.

Careful design must ensure that development proposals contribute towards the character of the conservation area. Development in the parcel must be kept low to minimise the effect of encroachment on the perceived openness of the valley.

The Hill View Farm site will be expected to provide 10% new public open space, which must be sited to be welcoming to existing residents. Development proposals should encourage active frontages to the new public open space. Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Land West of Mill Lane

Site area:	1.99 hectares/ 4.92 acres
Ward:	Marston
Landowner:	Oxford City Council
Current use:	Greenbelt agricultural land
Flood Zone:	FZ1

- 9.144 This flat agricultural site is surrounded by mature hedgerow. It forms part of the rural edge to Old Marston.
- 9.145 The site is in close proximity to the conservation area. The development of sites along the northern edge will coalesce with A40 and create a new urban edge to the city and village. An access road from A40 already exists and there may be opportunities to create a cluster of sites around this if adequate separation from the village can be achieved to protect its character and setting. Development proposals should have consideration in their design of the setting of the village in accordance with the requirements of Policy DH3.
- 9.146 Release of 112b-1 in isolation was assessed by the Green Belt study as having moderate harm to the Green Belt. Development of this parcel would not represent a significant expansion of the urban form and the parcel does not represent a significant proportion of the settlement gap between Marston and Sunnymeade. Although the Cherwell Valley makes an important contribution to the city's historic setting and special character, this site is peripheral within that area. The A40 also limits the relationship of this site with the wider countryside.
- 9.147 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. The hedgerows should be retained as part of the design where possible. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.148 There are currently two points of access to the site from Mill Lane. Localised improvements are likely to be required to Mill Lane in order to demonstrate that two vehicles can pass each other along the duration of Mill Lane.
- 9.149 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP26: Land west of Mill Lane



Planning permission will be granted for residential development on the Land West of Mill Lane site. The minimum number of homes to be delivered is 75. Other complementary uses will be considered on their merits.

A minimum of 10% of the site should be for public open space which should be accessible for existing residents of Marston. The development should be designed to ensure active frontages face onto the open space. Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Park Farm

Site area:	1.56 hectares/ 3.85 acres
Ward:	Marston
Landowner:	University of Oxford
Current use:	Green open space
Flood Zone:	FZ3b but FZ3a for sequential test

- 9.150 The site comprises a pasture field and a small area of hardstanding contained by a dense conifer line. Hedges line Hertford College Recreation Ground to the north and a pasture field to the south. It is located between the urban edge of New Marston and the buildings of Park Farm.
- 9.151 Development of the site would create an area of development beyond a consistent boundary line. The impact on the wider Green Belt is limited because of the relatively small size of the site and because development would not encroach closer to the river. Careful design is required to minimise impacts on the Green Belt. The site is suitable for housing development set carefully within the landscape. Consideration should be given in design to the impact on views from Headington.
- 9.152 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. It is also within 200m of the New Marston Meadows SSSI, which is sensitive to changes in the flows and quality of water in the river Cherwell due to being in its floodplain. There have been issues previously with sewage leakages; therefore the network capacity needs to be considered. The existing hedgerows and trees on the site should be retained as part of the design where possible. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.153 The site is currently accessed via a private road leading from Edgeway Road, which will require localised widening in order to accommodate the

development. Consideration will also need to be given to the Marston Cycle Path which runs along the site's eastern boundary providing a connection between Marston and the city centre via University Parks.

- 9.154 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted.
- 9.155 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP27: Park Farm



Planning permission will be granted for residential development at the Park Farm site. The minimum number of homes to be delivered is 60. The site should include public open space. Other complementary uses will be considered on their merits.

A minimum of 10% of the site should be for public open space, which should be accessible for existing residents from Marston. The development should be designed to ensure active frontages face onto the open space.

Planning permission will only be granted if it can be demonstrated that there would be no adverse impact on the integrity of the New Marston Meadows SSSI. Development proposals should be accompanied by an assessment of groundwater and surface water flows to the SSSI. They must also incorporate sustainable drainage with an acceptable management plan.

All proposals should minimise impact on air quality during construction phase and after implementation.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures. Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Pear Tree Farm

Site area:	2.01 hectares/ 4.97 acres
Ward:	Wolvercote
Landowner:	Merton College
Current use:	Agriculture
Flood Zone:	FZ1

- 9.156 The site contains the buildings of Pear Tree Farm, adjacent mobile phone mast and fields. It is contained to the east by the railway line and associated vegetation and to the southwest by a belt of trees marking the route of a former railway line and the urban edge. The contained character of the site and the amount of development within it already limit the extent to which any development would be perceived as sprawl and the perception of the site as part of the gap between Oxford and Kidlington.
- 9.157 The land to the north lies in Cherwell and is safeguarded for potential future development. Development of the Pear Tree Farm site should allow for future connectivity with any development of the site in Cherwell, which should give potential for vehicular, pedestrian and cycle links.
- 9.158 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.159 Access to the site could be achieved via the adjacent land to the north, over which Merton College has rights of access.
- 9.160 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP28: Pear Tree Farm



Planning permission will be granted for residential development at the Pear Tree Farm site. The minimum number of homes to be delivered is 122. Other complementary uses will be considered on their merits.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

A minimum of 10% of the site should be for public open space, which should be accessible for existing residents of Wolvercote. The development should be designed to ensure active frontages face onto the open space. Compensatory improvements should be made

to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Development proposals should be accompanied by an assessment of groundwater and surface water.

Land East of Redbridge Park & Ride

Site area: 3.64 hectares/ 8.99 acres
Ward: Hinksey Park
Landowner: Oxford City Council
Current use: Greenbelt agricultural land
Flood Zone: FZ1

- 9.161 The site comprises meadow land used for grazing. It has a soft, green riverside edge that borders Weirs Mill stream, a tributary of the Thames that runs along the eastern edge of the site. This edge planting should be retained, as should views through the site to it.
- 9.162 The Abingdon and Southern By-Pass roads create considerable noise which would need to be ameliorated through careful design and siting of housing. There is a broken planting screen at present which should be reinforced whilst retaining the views through the site to the landscape beyond. Any development could be medium/high density but the height should retain views, giving consideration to the views from Hinksey Hill.
- 9.163 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. Consideration should also be given to the location within 200m of the Iffley Meadows SSSI, which is sensitive to changes in the flows and quality of water in the two arms of the river Thames due to being in its floodplain. 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.164 Weirs Mill Stream is one of the few locations in the city with potential for new residential moorings. These should be provided as part of the development, with access through the site to the bankside and necessary servicing provided.
- 9.165 Vehicular access to the site would be from Abingdon Road and may require either a connection into the existing signalised junction of Abingdon Road/Old Abingdon Road or a connection into the existing traffic signals for the buses accessing the Redbridge Park and Ride site opposite. Two points of access would also be required for pedestrians and cyclists: one to the west connecting with the bus stops at Park and Ride site; and the other to the north connecting with existing bus stops on Abingdon Road. The existing cycle track that runs along the western boundary should be retained.

Policy SP29: Land East of Redbridge Park & Ride



Planning permission will be granted for residential development at the land East of Redbridge Park and Ride site. Proposals should include residential moorings and associated servicing facilities. Development should include public open space. The minimum number of homes to be delivered is 162. Other complementary uses will be considered on their merits.

A minimum of 10% of the site should be for public open space, which should be accessible for existing local residents. The development should be designed to ensure active frontages face onto the open space.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Compensatory improvements should be made to surrounding areas of remaining Green Belt in accordance with the Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC, 2018).

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Iffley Meadow SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan. A buffer zone should be provided during the construction period to avoid disturbance to the SSSI.

St Catherine's College Land

Site area:	0.61 hectares/1.51 acres
Ward:	Holywell
Landowner:	St Catherine's College
Current use:	Academic Institutional
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.166 The site is visually separated from the wider Green Belt by a wall. Some of the Green Belt area has already been developed and there is a small remaining parcel of undeveloped land. Development could take place without harm to the integrity and purpose of the Green Belt. The site is within the Central Conservation Area and in close proximity to listed buildings, and the design of development proposals must preserve and enhance their character in accordance with the requirements of Policy DH3.

Policy SP30: St Catherine's College Land



Planning permission will be granted for student accommodation and other university- related development at the St Catherine's College site. The minimum number of homes to be delivered is 31. Other complementary uses will be considered on their merits.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures.

Other sites

Banbury Road University Sites

Site area:	1.95 hectares/4.81 acres (Plot A) 1.19 hectares/2.94 acres (Plot B) 0.64 hectare/1.58 acres (Plot C)
Ward:	North
Landowner:	University of Oxford and Hertford College
Current use:	Non- residential institution, staff housing, student accommodation
Flood Zone:	FZ1

- 9.167 This site comprises three separate plots close to each other, in two distinct areas. They are currently in academic use. Plot A includes some staff housing and student accommodation. There is high potential for prehistoric and Roman archaeological interest.
- 9.168 Many of the buildings contribute to the character of the North Oxford Victorian Suburb Conservation Area or are listed. The two areas to the north are historically part of the late C19/early C20 development of North Oxford by St John's College and retain evidence of the planned "setting out" of this part of the city at that time with large detached or semi-detached villas set back from the street behind boundary walls and the remains of front gardens. The area to the south sits immediately to the north of the grade II* listed The Old Parsonage. The pair of late C19 villas that front Banbury Road are listed and form an important group up to and including No 21 Banbury Road. They would need to be retained in any future development proposal, and any new designs would be expected to comply with Policy DH3.

- 9.169 Any major redevelopment is unlikely to be suitable but there is some potential to intensify the existing use whilst respecting both plot patterns and boundary treatments. Development should be of a scale that respects the surrounding buildings.
- 9.170 Further academic uses on the site would help focus these uses onto existing sites in line with the strategy. Plots A and C lie within an area with potentially high groundwater.

Policy SP31: Banbury Road University Sites



Planning permission will be granted for academic institutional uses, student accommodation, and/or residential development at the Banbury Road University Sites. Residential development could include employer-linked affordable housing in accordance with Policy H3. The minimum number of homes to be delivered is 60. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Pedestrian and cycle links should be enhanced through Plots A and C and to the University Science Area and Radcliffe Observatory Quarter.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the New Marston SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan. All proposals should minimise impact on air quality during construction phase and after implementation, particularly if they comprise of employment uses.



Bertie Place Recreation Ground and Land Behind Wytham Street

Site area:	0.66 hectares/1.63 acres (Plot A) 2.60 hectares/6.42 acres (Plot B)
Ward:	Hinksey Park
Landowner:	Oxford City Council
Current use:	Recreation Ground and vacant land
Flood Zone:	FZ3a for sequential test (for whole site)

- 9.171 This site is comprised of two separate plots. Plot A is a public recreation ground and Plot B is overgrown land formerly used for landfill. Plot A is suitable for a new primary school if one is required. It is also suitable for residential development. Plot B is suitable only for a replacement recreation ground and school playing fields.
- 9.172 Vehicular access to Plot A must be taken via Bertie Place and a suitable turning head must be provided within the development. Pedestrian access to the site should be provided from Bertie Place, from the pathway at the northern end of the site off Wytham Street, and from the alleyway between 378 and 380 Abingdon Road. The National Cycle Network Route 5 currently passes through the site and development proposals should either provide for its retention or replacement by a suitable alternative route. The new recreation ground on Plot B should include the provision of pedestrian links from both Bertie Place and Wytham Street via John Towle Close.
- 9.173 There is potential for there to be slow worms on the site. These are protected species, although their habitats are not, and if found they can be relocated to alternative sites. Slow worm sites should not be isolated from other potential wildlife corridors so, if they are able to be retained on site, a buffer should be retained along the river and railway corridors. The Iffley Meadows SSSI is located 600m east of the site. It is sensitive to changes in the flows and quality of water in the two arms of the River Thames due to being in its floodplain, and as such it can be impacted by contamination through surface water runoffs.
- 9.174 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted. It is recognised that the FRA may not be able to demonstrate a dry risk/ very low hazard rating route to dry land. Therefore in order to achieve safe access and/ or egress for this site to satisfy the Exception Test there may be a greater reliance on on-site measures, emergency planning, and evacuation procedures alongside offsite mitigation to ensure that it is safe for its lifetime taking account of the vulnerability of its users without increasing the burden on emergency services. Development should be made safe by mitigating the potential impacts of development through design and resilient construction measures. It should be designed and constructed such that the health and welfare of people is appropriately managed.

Policy SP32: Bertie Place Recreation Ground and Land Behind Wytham Street



Planning permission will be granted for residential development (Plot A). The minimum number of homes to be delivered is 30. A vehicular turning and dropping off area should be provided within the site.

Planning permission will only be granted for the new school if the school playing fields are provided on the Land Behind Wytham Street (Plot B) and planning permission will only be granted for a new school or residential development if the existing Bertie Place recreation ground, including a replacement Multi Use Games Area, is re-provided on land in Plot B with adequate pedestrian links provided from local residential areas. Other complementary uses will be considered on their merits.

For either a new school or residential development, pedestrian access to Plot A should be provided from Bertie Place and from existing accesses to the north and east. The national cycle network route should be retained or replaced by a suitable alternative route.

Development should be designed to ensure that there is no adverse impact on the Iffley Meadows SSSI. To minimise impact upon the Iffley Meadows SSSI, development proposals will be expected to incorporate Sustainable Urban Drainage Systems and may be required to be accompanied by a groundwater study.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated. A biodiversity study will be required due to the potential for slow worms and common lizards to be present on the site. If found, a translocation strategy, together with details of a future management scheme, shall be submitted and approved prior to commencement.

A Comprehensive Flood Risk Management Strategy should be produced in support of the Flood Risk Assessment for this site. The Flood Risk Management Strategy should be developed in consultation with Category 1 organisations as defined by the Civil Contingencies Act 2004.



Canalside Land, Jericho

Site area:	0.49 hectares/1.21 acres
Ward:	Jericho and Osney
Landowner:	Administrators, Oxford City Council, Canal & River Trust, Church of England
Current use:	Part boat hire base, garages, open space, derelict workshops, boat repair yard
Flood Zone:	FZ3b but FZ3a for sequential test

- 9.175 This former boatyard and workshop site has been vacant and derelict since 2006. Part of the site to the north is still used by a boat hire facility while garages and open space occupy the land owned by the City Council. The site is in a sensitive area within the Jericho Conservation Area and adjacent to the Grade 1 listed St Barnabas Church.
- 9.176 Having been the previous site for a boatyard, and with the capacity to accommodate it, this site is considered suitable to replace these facilities. The operating boatyard should include a wet dock, and allow craneage for narrowboats with possible supporting chandlery and associated workshop facilities. Other uses that should be provided on the site are residential, a sustainably sized community centre, a public open space or square and a new bridge over the canal for pedestrians and cyclists. The canal hire base at the northern part of the site should be retained.
- 9.177 Building heights should reflect the form and scale of surrounding development, particularly surrounding the area of public open space and should not exceed 3 storeys. Finished design should respect the waterfront heritage of the site, the conservation area and Grade 1 Listed Building. Potentially the wall separating the Church and the proposed new square can be demolished to open up the square and views of the Grade 1 listed building. Designs would be expected to be in compliance with the requirements of Policy DH3.
- 9.178 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted. It is recognised that the FRA may not be able to demonstrate a dry risk/ low hazard rating route to dry land. Therefore in order to achieve safe access and/ or egress for this site to satisfy the Exception Test there may be a greater reliance on on-site measures, emergency planning, and evacuation procedures, alongside offsite mitigation, to ensure that it is safe for its lifetime taking account of the vulnerability of its users without increasing the burden on emergency services. Development should be made safe by mitigating the potential impacts of development through design and resilient construction measures. It should be designed and constructed such that the health and welfare of people is appropriately managed.

- 9.179 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP33: Canalside Land



Planning permission will be granted for a mixed use development at the Canalside Land that includes all of the following uses:

- residential
- a sustainably-sized community centre
- public open space/square
- replacement operating boatyard and winding yard
- a new bridge over the Oxford Canal for pedestrians and cyclists

Other complementary uses will be considered on their merits.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures. A Comprehensive Flood Risk Management Strategy should be produced in support of the Flood Risk Assessment for this site. This Flood Risk Management Strategy should be developed in consultation with Category 1 organisations as defined by the Civil Contingencies Act 2004.

Development proposals should be accompanied by an assessment of potential recreational pressure on the immediate setting and the Oxford Meadows SAC that may arise from increased numbers of visitors, along with plans to mitigate this impact as necessary.

All proposals should minimise impact on air quality during construction phase.

The on-site boatyard may need some sealed storage areas if fuels, paints and chemicals are being used.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures.



Court Place Gardens, Iffley Village

Site area:	3.89 hectares/9.61 acres
Ward:	Rose Hill and Iffley
Landowner:	University of Oxford
Current use:	University of Oxford graduate housing
Flood Zone:	FZ3b but FZ3a for sequential test

- 9.180 This site is currently poor quality graduate student accommodation. There is a listed building on the site and the existing development does not enhance the setting of the listed building or the conservation area. The west side of the site is open space with dense tree coverage and should not be developed.
- 9.181 There is potential to make better use of the site whilst respecting and improving the setting of the listed building. Development designs would be expected to comply with the requirements of Policy DH3. The existing graduate student accommodation should be replaced with new graduate accommodation or with residential dwellings, which may include employer-linked affordable housing, or a mix of both uses. Opportunities should be explored to open up footpaths for pedestrians through the site. More vulnerable development will be expected to be directed away from the portion of the site within Flood Zone 3b. The site is almost directly adjacent to the Iffley Meadows SSSI, which is sensitive to changes in water quality and surface water flows due to its location within a floodplain.
- 9.182 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP34: Court Place Gardens



Planning permission will be granted for graduate student accommodation or residential development, or a mix of both at Court Place Gardens. Residential development could include employer-linked affordable housing in accordance with Policy H3. Other complementary uses will be considered on their merits.

Development should be designed to ensure that there is no adverse impact on the Iffley Meadows SSSI. To minimise impact upon the Iffley Meadows SSSI, development proposals will be expected to incorporate Sustainable Urban Drainage Systems and may be required to be accompanied by a groundwater study.

Cowley Marsh Depot, Marsh Road

Site area:	1.70 hectares/4.20 acres
Ward:	Cowley Marsh
Landowner:	Oxford City Council
Current use:	City works depot
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.183 The site is currently in use as a depot by the City Council, which is likely to relocate. Due to the bulk and nature of the existing depot, the redevelopment of the site should help improve the setting of Cowley Marsh Recreation Ground, provided that it is well designed, and is likely to lead to a reduction in vehicle movements. The site is suitable for residential development.

Policy SP35: Cowley Marsh Depot



Planning permission will be granted for residential development at Cowley Marsh Depot. The minimum number of homes to be delivered is 80. Other complementary uses will be considered on their merits.

Prior to the development of the site for residential development the depot must be relocated.

Faculty of Music, St Aldates

Site area:	0.32 hectares/0.79 acres
Ward:	Holywell
Landowner:	University of Oxford
Current use:	Academic institutional
Flood Zone:	FZ1

- 9.184 The site is currently occupied by the University of Oxford's Faculty of Music which is due to be relocated to the Radcliffe Observatory Quarter site. The current Faculty of Music site is a sensitive location as it backs onto Christ Church meadow, is in a conservation area and is close to the listed buildings of Christ Church College. There is a high potential for archaeological interest such as the site of the Crutched Friars. Careful design will be needed to conserve and enhance the setting, and proposals would be required to demonstrate compliance with Policies DH3 and DH4.
- 9.185 The site is situated on St Aldate's and is unlikely to be suitable for uses that require parking or generate much traffic. Continuing the academic use of the site would be most appropriate and the incorporation of some student accommodation in this city centre site would be suitable.

- 9.186 Residential use within this site in Flood Zone 3a has been justified through the sequential test although policies relating to development in the flood plain will also need to be complied with.

Policy SP36: Faculty of Music, St Aldates



Planning permission will be granted for academic uses, residential development including employer-linked affordable housing and student accommodation at the Faculty of Music. The minimum number of homes to be delivered is 40. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Former Barns Road East Allotments

Site area: 0.5 hectares/ 1.24 acres
Ward: Cowley
Landowner: Oxford City Council
Current use: Disused allotments/garden area
Flood Zone: FZ1

- 9.187 The site is comprised of disused allotments, with some trees and shrubs and some mown areas. There is currently no vehicular access to the site with pedestrian and cycle access achievable via Kersington Crescent to the north. To the south of the site there is a cycle track which can be accessed via Barns Road. Access to the site could be achieved with the demolition and reconfiguration of the layout of one of the existing blocks of flats on Kersington Crescent.

Policy SP37: Former Barns Road East Allotments



Planning permission will be granted for residential development at the Former Barns Road East Allotments site. The minimum number of homes to be delivered is 25. Other complementary uses will be considered on their merits.

Former Iffley Mead Playing Fields

Site area:	2.04 hectares/ 5.04 acres
Ward:	Rose Hill and Iffley
Landowner:	Oxfordshire County Council
Current use:	Former School Playing Field
Flood Zone:	FZ1

- 9.188 The former Iffley Meads Playing Fields were once part of St Augustine School. The adjacent school is now the Iffley Academy, which uses the adjacent playing fields, but not the Former Iffley Mead Playing Fields site. The site is currently and has been for many years a disused, fenced off grassed area. The site is in a largely residential area and is suitable for residential development. The site could be used for employer-linked housing, as long as it is the only County Council site brought forward for this use.
- 9.189 A minimum of 10% of the site should be for public open space which should be accessible for existing residents. It is likely that this space will be best provided as an extension to Donnington Recreation Ground. The development should be designed to ensure active frontages face onto the open space. The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for.
- 9.190 The site can be accessed via Augustine Way. Any redevelopment of the site would need to ensure that access to the site can be achieved without being detrimental to the school.

Policy SP38: Former Iffley Mead Playing Fields



Planning permission will be granted for residential development at the former Iffley Mead playing fields. Residential development could include employer-linked affordable housing if no other County site is used for this purpose. The minimum number of homes to be delivered is 84. Other complementary uses will be considered on their merits.

The Former Iffley Mead Playing Fields site will be expected to provide 10% new public open space, which must be sited to be welcoming to existing residents. Development proposals should encourage active frontages to the new public open space.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Development should be designed to ensure that there is no adverse impact on the Iffley Meadows SSSI. To minimise impact upon the Iffley Meadows SSSI, development proposals will be expected to incorporate Sustainable Urban Drainage Systems and may be required to be accompanied by a groundwater study.

Grandpont Car Park

Site area: 0.44 hectares/ 1.09 acres
Ward: Hinksey Park
Landowner: Oxfordshire County Council
Current use: County council ground level parking
Flood Zone: FZ2

- 9.191 The site comprises a surface-level car park used as a remote car park by County Council staff. It is a narrow, linear site screened on all sides by tall trees. The site is in a largely residential area and is suitable for residential development. The site could be used for employer-linked housing, as long as it is the only County Council site brought forward for this use. The development must be designed with consideration to the rural and open character of the publicly valuable and accessible open space to the north. Tree screening should be retained as far as possible.
- 9.192 Access would need to be through the existing relatively narrow street network. As the site is used currently as a car park, development of the site is likely to lead to a reduction in vehicular access movements.

Policy SP39: Grandpont Car Park



Planning permission will be granted for residential development at the Grandpont Car Park site. Residential development could include employer-linked affordable housing if no other County site is used for this purpose. The minimum number of homes to be delivered is 22. Other complementary uses will be considered on their merits.

Jesus College Sports Ground, Herbert Close

Site area: 0.55 hectares/1.36 acres
Ward: Cowley Marsh
Landowner: Jesus College
Current use: Private sports pitch
Flood Zone: FZ1

- 9.193 This site is private open space currently an open, grassed field occupied by a number of sports pitches with small ancillary structures associated with the sports activities. The site is to the south east of Bartlemas Close, which is a historic lane. A hedgerow provides a distinct break both physical and visual between the settlement of Bartlemas and the wider Bartlemas Conservation Area and the site.
- 9.194 Views of and from Bartlemas are restricted due to vegetation and buildings; however development of the site would inevitably have some impact on the sense of rural isolation that the current undeveloped playing fields reinforce. Therefore, any development would need to be designed with

buildings of form, massing (roof profiles) height and façade materials that allow the built forms to recede in the backdrop to views from and across Bartlemas. In addition, landscape design would need to be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings and the conservation area. All elements of the design would be assessed for compliance with the requirements of Policies DH2, DH3 and DH4. Development should result in enhancement of the hedgerow along the southern side of the lane.

- 9.195 In the light of Policy H8's approach to locating student accommodation, the site is not suitable for student accommodation as it is not directly adjacent to a main thoroughfare, within the city centre or a district centre or on an existing teaching campus. Residential development would be an appropriate use on this site. The loss of the sports facility is considered justified because of the need for and benefits of new housing. Public sports facilities should be reprovided or facilities nearby improved to increase capacity to match that which has been lost.
- 9.196 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP40: Jesus College Sports Ground



Planning permission will be granted for residential development and new public open space at Jesus College Sports Ground. The minimum number of homes to be delivered is 28. Other complementary uses will be considered on their merits.

The sports provision must be retained unless the loss of the sports provision can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered.

Green space will need to be retained along the Barracks Lane frontage. Development should be designed to ensure that there is no adverse impact on the Lye Valley SSSI.



John Radcliffe Hospital Site

Site area:	27.75 hectares/68.57 acres
Ward:	Headington
Landowner:	Oxford University Hospitals NHS Trust
Current use:	Hospital
Flood Zone:	FZ1

- 9.197 The Oxford University Hospitals NHS Trust is confident that their future operational requirements can be met on the site through redevelopment and by making more efficient use of land. Some areas of the site will no longer be required by the Trust for hospital uses and will become available for alternative uses. Proposals must consider their impact upon the Old Headington Conservation Area, ensuring that their design complies with the requirements of Policy DH3.
- 9.198 The Local Plan focuses hospital related development on the existing sites in Headington and Marston. Hospital related uses should remain the main focus of the site. Focussing development on existing sites creates opportunities for shared trips to the sites which would reduce traffic movement, provide opportunities to reduce parking on the site and provide an incentive for improved public transport to the site. This should remain the aim for any alternative uses developed on the site. Oxfordshire County Council's Local Transport Plan seeks to reduce car parking on all the hospital sites within Oxford.
- 9.199 It would be beneficial for the hospital if the site was developed for uses where the proximity of being adjacent to the hospital is important. Employment uses which have a particular need to be located close to the hospital, such as pharmaceutical companies needing access to patients for research purposes, would be suitable. It would also be beneficial to locate primary healthcare and a patient hotel on the site. Employer-linked housing that supports the main uses of the site will also be supported. Complementary uses which would also be suitable but which should not dominate the new development on the site are general residential and student accommodation. Retail development should be small scale units so as to not act as destination shops.
- 9.200 This site is within an area where development is likely to exacerbate surface and/or foul water flooding. There is an opportunity to address excess of runoff at the John Radcliffe Hospital site by ensuring that any development at the site reduces rather than maintains existing levels. This could take the form of ponds, wetlands or an on-site attenuation feature.

Policy SP41: John Radcliffe Hospital Site



Planning permission will be granted for:

- i. further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the John Radcliffe Hospital Site.
- ii. Other suitable uses which must have an operational link to the hospital and are:
 - employment B1(b), B1(c) and B2;
 - patient hotel;
 - extra care accommodation, including elderly persons accommodation;
 - primary health care;
 - education;
 - academic institutional
- iii. Complementary acceptable uses:
 - residential development;
 - employer-linked affordable housing;
 - student accommodation;
 - small scale retail units provided that they are ancillary to the hospital

Other complementary uses will be considered on their merits.

Development proposals must not prejudice bus access through the site. Improvements to public transport, and walking and cycling access will be required and where required by Policy M2 this should be set out within a transport assessment or travel plan and reflected in the agreed masterplan.

A drainage strategy will need to be produced by the developer in liaison with the City Council, Thames Water and the Environment Agency, to establish the appropriate drainage mitigation measures for any development. Planning permission will only be granted if sufficient drainage mitigation measures are incorporated into the design of proposals.

Land at Meadow Lane

Site area:	0.989 hectares/2.443 acres
Ward:	Iffley Fields
Landowner:	Donnington Health Trust
Current use:	Grassland/pony paddock
Flood Zone:	FZ3b

- 9.201 The site comprises land used for horse grazing, with some trees and shrubs. The site sits within the Iffley village envelope and has potential for some sensitive housing infill. Any development proposals would be expected to conserve and enhance the unique characteristics of the Iffley Conservation Area in order to comply with the requirements of Policies DH2 and DH3. The building line should be followed on the frontage and the semi-rural frontage on Church Way should be retained, as well as the stone wall boundary and trees, particularly at Church Way. Development should be relatively low- density and two-storey with front and rear gardens and stone-walled boundaries. The impact of development on views through the riverside edge landscape of the Cherwell meadows to the west, and views back to Iffley from the west should be considered.
- 9.202 Access to the site can be achieved from Church Way or Meadow Lane. There is an existing field gate access to the site from Church Way. A biodiversity survey has found that the site does not meet the criteria for an Oxford City Wildlife Site. However, the biodiversity value of the site and impact of development understood, avoided and mitigated or compensated for.
- 9.203 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted.
- 9.204 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP42: Land at Meadow Lane



Planning permission will be granted for residential development at Land at Meadow Lane. The minimum number of homes to be delivered is 29. Other complementary uses will be considered on their merits.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Development should be designed to ensure that there is no adverse impact on the Iffley Meadows SSSI. To minimise impact upon the Iffley Meadows SSSI, development proposals will be expected to incorporate Sustainable Urban Drainage Systems and may be required to be accompanied by a groundwater study.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures.

Lincoln College Sports Ground, Bartlemas Close

Site area:	2.34 hectares/5.78 acres
Ward:	Cowley Marsh
Landowner:	Lincoln College
Current use:	Private sports pitch
Flood Zone:	FZ1

- 9.205 The site is currently private open air sports facilities for Lincoln College who consider it surplus to requirements as they plan to share the pitch of Jesus College to the north. The site has limited access to outside groups on an ad hoc basis. The site lies off the north-eastern side of Cowley Road to the north east of a suburban housing block that sits between Bartlemas Close, Belvedere Road, Kenilworth Avenue and Barracks Lane.
- 9.206 Residential development would be an appropriate use on this site. The loss of the majority of the sports facility is considered justified because of the need for and benefits of new housing. Sports provision must be retained unless an alternative provision is made or contributions are made to improving a local facility such that its capacity increase replaces what is lost. If an alternative site is found then 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.207 Any development should be designed with buildings of form, massing (roof profiles) height and façade materials that allow the built forms to recede in the backdrop to views from and across Bartlemas. In addition, landscape design would need to be a fundamental consideration at the

earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings and the conservation area and as a result development should demonstrate compliance with Policy DH3. Development should result in enhancement of the hedgerow along the southern side of the lane.

- 9.208 The treatment of landscape at the perimeter of the sites must be given consideration where the impact on the setting of Bartlemas and on the setting of the listed buildings within the settlement must be an important consideration in the design process.
- 9.209 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development. Any investigations required are to be funded by the applicant.

Policy SP43: Lincoln College Sports Ground

Planning permission will be granted for residential development and public open space at Lincoln College Sports Ground. The minimum number of homes to be delivered is 90. Other complementary uses will be considered on their merits.

The sports provision must be retained unless the loss of the sports provision can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered. The Lincoln College Sports Ground site will still be expected to provide 10% new public open space as part of the residential development.

Development proposals should encourage active frontages onto Barracks Lane. The new public open space should be located along the frontage adjacent to the conservation area. Development should be designed to ensure that there is no adverse impact on the Lye Valley SSSI.

Littlemore Park, Armstrong Road

Site area:	5.44 hectares/13.44 acres
Ward:	Littlemore
Landowner:	Oxford University Hospitals NHS Trust
Current use:	Vacant previously developed land
Flood Zone:	FZ3b but FZ1 for sequential test

- 9.210 The site is within a predominantly employment area close to Littlemore and Sandford-on-Thames and is accessed off Armstrong Road. There are some trees on the west end of the site.

- 9.211 The Oxford University Hospitals NHS Trust would like to focus employment that is linked to the hospitals, such as pharmaceutical research, onto hospital sites, in particular the Churchill Hospital site. The policy for the Churchill Hospital site (SP9) and the John Radcliffe Hospital (SP24) includes provision for employment to facilitate this relocation. If this could be achieved, the Littlemore Park site would be most suitable to delivering new residential development.
- 9.212 The site is adjacent to listed hospital buildings so the impact on these buildings and their setting must be considered. As a result, development should also demonstrate compliance with Policy DH3. The existing ecological provision on the site must be understood and enhanced. Landscaping should consider the brook to the south of the site. The former playing field should be relocated or facilities improved elsewhere. Because of the listed buildings and importance of landscape to their setting, development of medium density and height is likely to be suitable.
- 9.213 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for.
- 9.214 A pedestrian and cycle route across the site, as indicated on the Proposals Map, should be included as part of any development on the site. Residential development would be very segregated from neighbouring communities so adequate pedestrian and cycle links must be incorporated. These should consider access to the railway and connectivity to the business park site to the south, and to the village. More vulnerable development will be expected to be directed away from Flood Zone 3b.
- 9.215 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted.
- 9.216 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development. Any investigations required are to be funded by the applicant.



Policy SP44: Littlemore Park



Planning permission will be granted for employment (B1) and complementary appropriate uses at Littlemore Park.

Residential development is a suitable alternative use but to ensure that there is no loss of employment sites within Oxford, planning permission will only be granted for residential development on Littlemore Park provided that an equivalent amount of new B1 employment (employees) is created elsewhere within Oxford. The minimum number of homes to be delivered is 270. Other complementary uses will be considered on their merits.

The playing field must be retained unless its loss can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered. Pedestrian and cycle links should be enhanced through and to the site, including to Oxford Science Park.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures. Development should not have an adverse impact upon the Oxford City Wildlife Site.

Manor Place

Site area:	1.24 hectares/3.06 acres
Ward:	Holywell
Landowner:	Merton College
Current use:	Vacant former tennis courts, allotments and orchard
Flood Zone:	FZ2 but FZ1 for sequential test

9.217 This site consists of a mix of disused hard and grass tennis courts, abandoned private allotments and an orchard. It is a sensitive site as it is close to a number of listed buildings, the Holywell Cemetery and within the Central Conservation Area with a number of large trees on site. Any development would need to ensure that there was no adverse impact upon the setting of the listed buildings and the Central Conservation Area. There is high potential for archaeological interest on the site with Civil War defences having been excavated previously. Due to the heritage and archaeological significance of the site, development will need to demonstrate compliance with Policy DH3 and Policy DH4.

- 9.218 The most appropriate vehicular access would be to widen and extend the existing pedestrian and cycle access from Manor Place to the north of the site, incorporating land in Merton College's ownership. Access via Holywell Mill Lane to the south is unlikely to be deliverable as it is not under the control of Merton College and the visibility at the junction with St Cross Road is substandard.
- 9.219 In order to minimise traffic movements, the most appropriate uses for the site are either student accommodation or car free residential. The loss of the former sports facility is considered justified only due to the need for and benefits of new housing or student accommodation.
- 9.220 Residential use of the site in Flood Zone 3a has been justified through the sequential test. The site satisfied all but one part of the Exception Test (relating to reducing overall flood risk) but this remaining part would be difficult to fulfil until the proposed development is designed. A site specific flood risk assessment is needed before the criterion for residential use can be firmly satisfied. The site is also within 200m of the New Marston Meadows SSSI, which is sensitive to changes in the flows and quality of water in the river Cherwell due to being in its floodplain. There have been issues previously with sewage leakages; therefore the network capacity needs to be considered.
- 9.221 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP45: Manor Place



Planning permission will be granted for student accommodation or car free residential development or a mix of both uses at Manor Place. Other complementary uses will be considered on their merits.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the New Marston SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water flows. Development proposals must incorporate sustainable drainage with an acceptable management plan. A buffer zone should be provided during the construction period to avoid disturbance to the SSSI.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any necessary mitigation measures.

Manzil Way Resource Centre

Site area: 0.75 hectares/ 1.85 acres
Ward: St Clement's
Landowner: Oxford Health NHS Foundation Trust
Current use: Healthcare, offices, restaurant/café and flats
Flood Zone: FZ1

9.222 The site comprises low-rise buildings, with car parking and small areas of grass and trees. The site is used for adult mental health therapy activity and associated administration. This site is a suitable site for a healthcare facility or for residential development. This site is one of only a few sites owned by the Oxford Health NHS Trust, and also presents an opportunity for them to develop employer-linked housing on the site.

Policy SP46: Manzil Way Resource Centre



Planning permission will be granted for improved health-care facilities, associated administration and/or residential development, including employer-linked affordable housing, at the Manzil Way Resource Centre site. Other complementary uses will be considered on their merits.

Thornhill Park

Site area: 4.84 hectares/11.96 acres
Ward: Quarry and Risinghurst
Landowner: Shaviram Group
Current use: Employment (B1)
Flood Zone: FZ1

9.223 This site contains an office development which only occupies a small proportion of the site. There is an opportunity to use this site more efficiently by introducing further development. Residential would be the most appropriate. The frontage onto the A40 could create a landmark as a gateway into the city.

Policy SP47: Thornhill Park



Planning permission will be granted for a residential-led mixed use redevelopment of the Thornhill Park site. This should include some employment use, given the strategic location of the site. Other complementary uses will be considered on their merits. The minimum number of homes to be delivered is 534 which includes the conversion of the existing building to residential.

Opportunities should be taken to improve connectivity to and within the site for pedestrians and cyclists.

The playing field must be retained unless its loss can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered.

Old Power Station

Site area:	0.32 hectares/0.79 acres
Ward:	Holywell
Landowner:	University of Oxford
Current use:	Mainly storage
Flood Zone:	FZ3b

- 9.224 This site consists of an old power station which is owned and occupied by the University of Oxford, used currently mainly for storage. The City Council granted planning permission in 1969 for the change of use of the site for education purposes. The site is suitable for student accommodation and housing, including employer-linked housing, or for intensification of its current academic use. The site is on the Oxford Heritage Asset Register. The power station was built at Cannon Wharf in 1892 for the Oxford Electric Company Ltd, with coal and cooling water supplied by the river. It continued in operation as the city's main source of electricity until 1969. The building illustrates the development of West Oxford as an industrial suburb with large industrial building set amongst the narrow streets of housing that continued to be built up to the end of the 19th century. Development should reflect the heritage interest of the site.
- 9.225 The site is directly adjacent to the boundary of the Osney Island Conservation Area, which derives its unique character from the well preserved Victorian buildings that have had limited 20th Century intervention. Any proposals should have regard to this setting and to the visual impact development this site would have on the character of the area. Due to the heritage interest of the site, development should demonstrate compliance with Policies DH3 and DH5.

- 9.226 Residential development at this site in Flood Zone 3a has been justified through the sequential test. A Level 2 Strategic Flood Risk Assessment was carried out for this site to examine part b) of the Exception Test (which relates to whether the development is safe). The Level 2 SFRA considered the proposed development was appropriate and additional mitigation and/or analysis may be required to demonstrate compliance with the Exception Test at the planning application stage. This is to be undertaken through a site-specific FRA supporting the planning application. The site specific flood risk assessment must demonstrate how the development will be safe otherwise planning permission will not be granted.
- 9.227 The allocation proposes development including residential, (this is more vulnerable use based on the flood vulnerability classification). Care should therefore be taken when deciding where best to locate different elements of the development. In view of the flood risk issues at the site, ground raising may be required to raise certain parts of the site.
- 9.228 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP48: Old Power Station



Planning permission will be granted for academic institutional use, student accommodation and/ or residential development, including employer-linked affordable housing on the Old Power Station site. Development of the site may include replacement of existing educational use of the site. Other complementary uses will be considered on their merits.

A planning application must be accompanied by a site-specific flood risk assessment and development should incorporate any mitigation measures.

Oriel College Land at King Edward Street and High Street

Site area: 0.26 hectares/0.64 acres
 Ward: Holywell
 Landowner: Oriel College
 Current use: Mix of A1, A2, A3, A4, B1 and C2 uses
 Flood Zone: FZ1

- 9.229 This site consists of a number of properties including a listed building. As a city centre location, the site is suitable for a number of uses although with the ground floor designated as a mix of primary, secondary and street specific frontages, Class A uses should be maintained here subject to Local

Plan policies. Any development would need to ensure that there was no adverse impact upon the setting of the listed building and conservation area, and therefore should demonstrate compliance with Policy DH3.

- 9.230 The site is 600m from the Magdalen Grove SSSI, however this is a geological site and as such it would only be subject to impacts in the case of a direct land take.

Policy SP49: Oriel College Land at King Edward Street and High Street



Planning permission will be granted for student accommodation and/or residential development and town centre uses at Oriel College Land at King Edward Street and High Street. Active frontages should be maintained on the ground floor. The minimum number of homes to be delivered is 7. Other complementary uses will be considered on their merits.

Oxford Brookes University Marston Road Campus

Site area:	1.18 hectares/ 2.92 acres
Ward:	Headington Hill and Northway
Landowner:	Oxford Brookes University
Current use:	Educational facilities
Flood Zone:	FZ1

- 9.231 The site comprises the former Milham Ford School, which closed in 2003 and is currently in use as the Oxford Brookes Marston Road Campus. Oxford Brookes may cease educational use on the site and to dispose of it within the Plan period, in which case the site would be suitable for residential use. Access to the site is via Mary Price Close and McCabe Place off Harberton Mead and from Jack Straw's Lane, which is likely to be the most suitable access if the site is redeveloped.
- 9.232 The former school building, built in the late 30s, early 40s is an imposing building, built in a neo Georgian style with a triangular stone portico containing a carved Oxford crest. Four tall elegant Cotswold limestone ionic columns surround the front door. All the red brickwork of the original 1939 building has the attractive chevron or diamond pattern, adding to the striking symmetry of the frontage. The site lies within the setting of the Headington Hill Conservation Area and it has an important relationship to the conservation area. Therefore, development should demonstrate compliance with Policy DH3.
- 9.233 The tree and hedge lined boundaries along Jack Straws Lane and Harberton Mead are important features of the character of the area.
- 9.234 The site is adjacent to the Milham Ford Nature Park, on the site of the former school playing fields. The strong relationship between the building

and landscaped setting of the open space should be retained. The Nature Park includes areas of formal play and a tapestry of habitats. The New Marston Meadows SSSI is within 600m of the site and is sensitive to changes in the flows and quality of water in the river Cherwell due to being in its floodplain. There have been issues previously with sewage leakages, therefore the network capacity needs to be considered.

- 9.235 Development proposals should be carefully considered, giving regard to the form of the existing building and the impact on the green setting of the Nature Park.

Policy SP50: Oxford Brookes University Marston Road Campus



Planning permission will be granted at the Oxford Brookes Marston Road Campus for further academic use, with linked student accommodation or employer-linked affordable housing or, should Oxford Brookes University vacate the site, for residential development. The minimum number of homes to be provided is 59. Other complementary uses will be considered on their merits.

Development should ensure there are no adverse impacts on the Milham Ford Nature Park.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the New Marston SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water flows. Development proposals must incorporate sustainable drainage with an acceptable management plan.

All proposals should minimise impact on air quality during construction phase and after implementation, particularly if they comprise of employment uses.

Oxford Stadium (Greyhound Stadium)

Site area:	3.37 hectares/ 8.33 acres
Ward:	Blackbird Leys
Landowner:	Galliard Homes
Current use:	Stadium used for community and leisure uses with associated parking
Flood Zone:	FZ1

- 9.236 The site is comprised of the former Oxford greyhound racing stadium, which has also been used for speedway. The stadium last hosted speedway in

2008. A number of commercial and community leisure uses occupy the site currently, including Karting Oxford. The site is accessed from Sandy Lane.

- 9.237 The greyhound racing and speedway events at Oxford Stadium were popular and well attended. These represent important leisure activities which should be resumed at the Oxford Stadium (alongside additional appropriate and compatible leisure and hospitality uses). It is recognised that the existing facilities at Oxford Stadium are likely to require investment and modernisation to meet the current and future expectations of operators and spectators. The City Council considers that there exist opportunities to bring forward enabling residential development within the current car park to facilitate such investment and modernisation.
- 9.238 The Oxford Stadium was designated as a conservation area in 2014, following its addition to the City Council's Heritage Assets Register. It is considered to have heritage significance, with the location and character of the stadium illustrating the socio- economic character of Oxford's eastern suburbs during the 20th Century. It is representative of inter-war sport and entertainment within the city as part of Oxford's early 20th Century growth in response to development as a manufacturing centre. The character and appearance of the area derives from its heritage interest and provides physical evidence that represents the collective memory of those working communities and their leisure pursuits. It has community value, contributes to local distinctiveness and is a nationally rare form of development. Preserving its spatial character is important therefore to understanding the heritage of the area.
- 9.239 The opportunity exists to provide enabling residential development within the existing Stadium car park. This residential development should preserve and where possible enhance the significance of the conservation area of which it is a part and should provide for retention and enhancement of the community uses of the Stadium. The established use as a stadium should not be affected by permitting of new residential developments in proximity. The City Council has undertaken viability testing that demonstrates that resumption of the use of the Stadium as a greyhound racing and speedway venue can be achieved, supported by enabling housing development to fund its modernisation and facilitate recommencement of greyhound racing or speedway if necessary. Any planning permission for enabling residential development will be required to include a commitment (through a planning obligation) to carry out, as part of the development, an agreed scheme for refurbishment and modernisation of the Stadium to facility recommencement of its former leisure uses. If it can be demonstrated that greyhound racing or speedway cannot viably be brought back then residential-led development (supported by appropriate uses) can go ahead. It must be demonstrated that active market testing has taken place, that a development partner has been actively sought, and that there has been engagement with the national governing bodies.
- 9.240 Enabling residential development and modernisation works to the Stadium itself should conserve and enhance the character of the conservation area. The ability to understand the area as a heritage asset is dependent on preserving its spatial character including not only the individual buildings but also the spaces between them such as the tracks, pits and greyhounds paddocks that illustrate the purpose of the buildings and contribute to the special historic interest and character and appearance of the area.

- 9.241 There should be no increase in parking and a loss of car parking is likely to be acceptable as long as it can be demonstrated that access arrangements will be adequate to support the leisure uses. This might be by improving links across the railway nearby car parking. Any opportunity to link to a new Cowley Branchline station should be taken.

Policy SP51: Oxford Stadium



Planning permission will be granted for revival of the stadium for greyhound racing and/or speedway, with supporting community or leisure uses and enabling residential dwellings on the car park or other areas that will not affect the operation or heritage interest of the Oxford Stadium site.

If it is demonstrated that bringing speedway and greyhound racing back into use is not viable, high quality residential led redevelopment supported by appropriate uses that will benefit the wider community for example complementary leisure or community uses that include reference to the heritage interest of the site will be supported.

Opportunities should be sought to enhance and promote more sustainable travel to and from the site, in line with Policies M1 to M5.

Oxford University Press Sports Ground, Jordan Hill

Site area: 3.65 hectares/9.02 acres
Ward: Wolvercote
Landowner: Oxford University Press
Current use: Private sports ground
Flood Zone: FZ1

- 9.242 The site is currently open air sports facilities for Oxford University Press and is adjacent to existing residential properties and Jordan Hill Business Park. Outside groups are able to use the pitches on an ad hoc basis but demand for the pitches has diminished and it is now not viable to operate.
- 9.243 Residential development would be an appropriate use on this site and some complementary B1 uses may be suitable due to the site being adjacent to the Jordan Hill Business Park. The loss of the majority of the sports facility is considered justified due to the need for and benefits of new housing. However, sports provision must be retained unless an alternative provision is made or contributions are made to improving a local facility such that its capacity increase replaces what is lost. If an alternative site is found then 10% of the site will be required for new public open space which should be sited to make existing residents feel welcome to use it.
- 9.244 Any significant increase in traffic is likely to impact upon the nearby Wolvercote and Cutteslowe roundabouts. Development will be subject to appropriate mitigation measures.

Policy SP52: Oxford University Press Sports Ground



Planning permission will be granted for residential development and public open space at Oxford University Press Sports Grounds. Some complementary B1 employment would also be suitable. The minimum number of homes to be delivered is 130. Other complementary uses will be considered on their merits.

The sports provision must be retained unless the loss of the sports provision can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered. The Oxford University Press Sports Ground site will still be expected to provide 10% new public open space as part of the residential development. Development should encourage active frontages onto the new public open space.

Development should be designed to ensure that there is no adverse impact on the Port Meadow SSSI and will be subject to appropriate traffic mitigation measures.

No.1 Pullens Lane

Site area:	0.42 hectares/ 1.04 acres
Ward:	Headington Hill and Northway
Landowner:	Carebase Ltd
Current use:	Residential
Flood Zone:	FZ1

- 9.245 The site is comprised of a detached 1960s two-storey house and garage and substantial garden. The existing use of site is residential and there are surrounding residential uses. The site would be suitable for residential development, of general housing, elderly accommodation or specialist and supported accommodation. The site is located on Pullens Lane, a quiet narrow private road that adjoins Headington Road and is set within the Headington Hill Conservation Area. There is a single narrow access to the site at present through a gap in boundary vegetation leading to an informal off-street parking space for a car. Any development that results in increased traffic generation and intensification in use of Pullens Lane will be subject to appropriate mitigation measures.
- 9.246 The site is within the Headington Hill Conservation Area, and as a result development should demonstrate compliance with Policy DH3. Any proposals should have regard to the quiet and rural character and appearance of the conservation area. Inappropriate levels of traffic generation must be avoided. Important soft landscaping features should be retained.

- 9.247 The site does not have any biodiversity protections, but the ecological value of the site must be assessed as part of a planning application and any harm avoided, mitigated or compensated for. The hedgerows should be retained as part of the design where possible.
- 9.248 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP53: No.1 Pullens Lane



Planning permission will be granted for residential development at the No.1 Pullens Lane site. The minimum number of homes to be delivered is 11. Other complementary uses will be considered on their merits.

A biodiversity survey will be expected to assess the biodiversity value of the site and it should be demonstrated how harm will be avoided, mitigated or compensated.

Radcliffe Observatory Quarter

Site area: 2.27 hectares/5.61 acres
 Ward: North
 Landowner: University of Oxford
 Current use: Vacant with some academic development
 Flood Zone: FZ1

- 9.249 This site is within an area of predominantly attractive University and residential buildings. The site excludes the listed building of the former St Paul's church but any development would need to ensure that there was no adverse impact upon the setting of any listed buildings or conservation area, and should demonstrate compliance with Policy DH3. Whilst there has already been considerable academic development on the site, further applications are expected. Being an existing university campus site, the site is suitable for further academic uses including student accommodation and employer-linked housing. Development will be considered against the endorsed masterplan for the site.
- 9.250 The site is within walking distance (600m) of the Port Meadow SSSI which forms Part of the Oxford Meadows SAC. It is sensitive to air quality changes due to the proximity to the railway line, and changes in hydrology. As the SAC is within walking distance to proposed housing sites, there is susceptibility to recreational pressure as a result of increased visitor numbers.

Policy SP54: Radcliffe Observatory Quarter



Planning permission will be granted for academic institutional, student accommodation and residential development at the Radcliffe Observatory Quarter site. Residential development could include employer-linked affordable housing in accordance with Policy H3. The minimum number of homes to be delivered is 48. Other complementary uses will be considered on their merits.

The site would only be suitable for redeveloped or additional academic institutional uses provided the requirements of Policy H9 are met. Pedestrian and cycle links through and to the site, including to the University Science Area, should be maintained and enhanced.

Development should be designed to ensure that there is no adverse impact on the Oxford Meadows SAC. Proposals should be accompanied by an assessment of potential recreational pressure on the Oxford Meadows SAC that may arise from increased numbers of visitors, along with plans to mitigate this impact as necessary.

All proposals should minimise impact on air quality during construction phase and after implementation.

Ruskin College Campus, Dunstan Road

Site area:	1.86 hectares/4.60 acres
Ward:	Headington
Landowner:	Ruskin College
Current use:	Academic institutional, student accommodation and sports facilities
Flood Zone:	FZ1

9.251 Ruskin College is an adult residential college providing educational opportunities for adults with little or no qualifications. There are nine buildings on site including the listed Rookery and wall, set within landscaped grounds with some large trees. The buildings are used for academic purposes, student accommodation, student facilities, administration and tennis courts as well as three buildings which are currently vacant. The site has a masterplan which was endorsed by the North East Area Committee in 2008 but with some issues that required further attention. Evidence for Iron Age activity and Roman pottery production has been recorded from this site so it has significant archaeological potential. Due to this potential, development should demonstrate compliance with Policy DH4.

9.252 The site is suitable for further academic uses, student accommodation, public open space and sports facilities. In accordance with Policy E3 only academic facilities of Ruskin College or the universities would be

considered suitable. Any development would need to ensure that there was no adverse impact upon the setting of the listed buildings, wall and Old Headington Conservation Area, and therefore should demonstrate compliance with Policy DH3.

Policy SP55: Ruskin College Campus



Planning permission will be granted for academic institutional uses, student accommodation and residential development, at Ruskin College Campus. Residential development could include employer-linked affordable housing in accordance with Policy H3. Development could include open space, sports facilities and allotments. Other complementary uses will be considered on their merits.

Pedestrian and cycle links through and to the site should be enhanced.

Ruskin Field

Site area:	1.19 hectares/2.94 acres
Ward:	Headington
Landowner:	Ruskin College
Current use:	Green open space, college fields
Flood Zone:	FZ1

- 9.253 Ruskin Field lies to the north of Ruskin College on Dunstan Road. Much of the area is not suitable for development because it would have a substantial negative impact on the appearance, setting and character of the Old Headington Conservation Area and is also visually sensitive from the Elsfield View Cone. The southernmost third of Ruskin Fields is allocated as a potential development site.
- 9.254 Development of the allocated part of the site would need to be carefully and sensitively designed to preserve and enhance the setting of the listed building and the character and appearance of the conservation area. Therefore, development should demonstrate compliance with Policy DH3.
- 9.255 Design should reflect the constraints and opportunities of this part of the site, including the existing pond, mature trees and hedges, views from the listed building to the north, retaining gaps and views through the site to the north and views of the site from the north.
- 9.256 The creation of a pedestrian / cycle access into the site from Stoke Place would be supported. Vehicular access to the site is not possible via Stoke Place or from the A40, although it is acknowledged that there is an existing field gate access from the A40. Vehicular access to the site would need to be through the college, which means the site is most suitable for expansion of the college or employer-linked housing relating to the college, although the college could provide an access road for general housing.

Policy SP56: Ruskin Field



Planning permission will be granted for expansion of the adjoining academic institution and/or residential development use only, which may include employer linked affordable housing. Other complementary uses will be considered on their merits.

New development should be informed by the landscape character and potential impact on views from the north in terms of choice of siting, height, form and appearance.

Slade House

Site area:	1.68 hectares/ 4.51 acres
Ward:	Lye Valley
Landowner:	Oxford Health NHS Trust
Current use:	Former NHS care facility
Flood Zone:	FZ1

- 9.257 The site was previously used as an NHS care facility, but is currently used for staff training and office accommodation, not at full capacity. A number of buildings on the site are currently vacant. This site is a suitable site for a healthcare facility or for residential development. Residential development could be market housing. However, this site is one of only a few sites owned by the Oxford Health NHS Trust, and also presents an opportunity for them to develop employer-linked housing on the site.
- 9.258 The site is within 200m of the Shotover and Brasenose Wood SSSI, which is sensitive to recreational pressure. Access to the site is taken via Horspath Driftway and Awgar Stone Road. If redeveloped, consideration should be given to the creation of pedestrian and cycle links through the site to the neighbouring residential areas off Awgar Stone Road.

Policy SP57: Slade House



Planning permission will be granted for improved health-care facilities, associated administration and/or residential development, including employer-linked affordable housing, at the Slade House site. Other complementary uses will be considered on their merits.

Planning permission will only be granted if it can be demonstrated that there would be no adverse impact on the integrity of the Brasenose and

Shotover Park SSSI. Development proposals should be accompanied by an assessment of groundwater and surface water flows to the SSSI. They must also incorporate sustainable drainage with an acceptable management plan. Development proposals should be accompanied by an assessment of potential recreational pressure on the SSSI that may arise from increased numbers of visitors, along with plans to mitigate this impact as necessary.

Development should be designed to ensure that there is no adverse impact on the Lye Valley SSSI.

All proposals should minimise impact on air quality during construction phase and after implementation, particularly if they comprise of employment uses.

Summertown House, Apsley Road

Site area: 0.29 hectares/0.72 acres
Ward: Summertown
Landowner: University of Oxford
Current use: Graduate student accommodation and nursery
Flood Zone: FZ1

- 9.259 This site is currently graduate accommodation and an associated nursery. There is some potential to make more efficient use of the site by developing further graduate accommodation on open areas. There is a listed building in the centre of the site and any development would be expected to preserve and enhance the house and its setting and would need to demonstrate compliance with Policy DH3. Given that the site is a university campus site it would be suitable for employer-linked housing.
- 9.260 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP58: Summertown House, Apsley Road



Planning permission will be granted for residential development, student accommodation and employer-linked affordable housing at Summertown House. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits.

Union Street Car Park

- 9.261 This site is within the busy Cowley Road District Centre which has a variety of uses including retail, restaurants, residential and student accommodation.
- 9.262 The City and County Council are seeking to reduce the use of the private car within Oxford and a reduction in car parking would discourage car use although the car park is important to local traders and its total loss would be detrimental. The City Council has undertaken a review of its public car parks and considers that there is potential to develop residential or student accommodation above the car park which will result in the loss of some car parking spaces. Sufficient car parking spaces should be retained at a level at which the City Council considers is reasonable to serve and safeguard the vitality of the local area bearing in mind the quality of public transport to the area and the current level of usage of the car park. Supporting information justifying the proposed level of car parking spaces should accompany any application. The retained car parking could be in a different form such as beneath ground level (undercroft), decking or surface level with buildings above.

Policy SP59: Union Street Car Park



Planning permission will be granted for residential development or student accommodation, and car parking at Union Street Car Park. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits.

Sufficient car parking spaces should be retained at a level at which the City Council considers is reasonable to serve the local area and provision must be made for local temporary car parking during construction. Sufficient cycle stands should be provided on site.

University of Oxford Science Area and Keble Road Triangle

Site area:	12.4 hectares/30.64 acres
Ward:	Holywell
Landowner:	University of Oxford
Current use:	Academic institutional
Flood Zone:	FZ1

- 9.263 This site is in the scientific core of the University of Oxford and includes four plots each containing a number of buildings in academic use. Some of the buildings are listed and development would be expected to have regard to these and the conservation area. There is high potential for archaeological interest on the site as it is in an area with Bronze Age barrows, Iron Age and Roman activity and Civil War defences. Due to both the archaeological and heritage interest of the site, development should demonstrate compliance

with Policies DH3 and DH4. The site is adjacent to designated Green Belt land and is within 600m from the New Marston Meadows SSSI.

- 9.264 The University would like to develop many of its buildings within the site to improve the quality of the academic facilities and add some new floorspace. Development will be considered against any endorsed masterplan for the site which would help ensure that development occurs as part of a comprehensive plan for the area and seek to add character and have regard to the listed buildings and conservation area.

Policy SP60: University of Oxford Science Area and Keble Road Triangle



Planning permission will be granted for residential development, academic institutional uses and associated research at University Science Area and Keble Road Triangle in line with the approved masterplan. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits.

The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.

Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle links through and to the site, including to the Radcliffe Observatory Quarter, should be enhanced.

Development should not have an adverse impact upon the Local Wildlife Site. Development should be designed to ensure that there is no adverse impact on the New Marston SSSI.

Valentia Road Site

Site area: 0.76 ha
Ward: Churchill
Landowner: Oxford City Council
Current use: Recreational area
Flood Zone: FZ1

- 9.265 Valentia Road is a small area of land currently in use as an informal kick around area and a small play park. Some of the site, to the northern end could be developed for housing, whilst leaving some recreational space to the south. Although development would result in the loss of some public open space in this part of Headington, the loss is considered justified because of the need for and benefits of new housing.

- 9.266 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP6 1: Valentia Road Site



Planning permission will only be granted for residential development on this site. The minimum number of homes to be delivered is 12. Other complementary uses will be considered on their merits. Improvements to the remaining area of recreation ground will be required as part of any development on the site.

Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.

West Wellington Square

Site area:	0.88 hectares/2.17 acres
Ward:	Carfax
Landowner:	University of Oxford
Current use:	Academic institutional uses
Flood Zone:	FZ1

- 9.267 This site is within the conservation area, to which many of the buildings make a positive contribution. There is a high potential for archaeological interest as it is the site of the Wellington Workhouse and a line of Civil War defences. As a result of the heritage and archaeological interest of the site, development should demonstrate compliance with Policies DH3 and DH4. Access is limited to a single width carriageway between two buildings off Walton Street and is not suitable for any material increase in traffic movements.
- 9.268 The site could contribute to the University's need to provide additional graduate accommodation and staff housing. Given that the site is a university campus site, it would be suitable for employer-linked housing. The site would be likely to continue to contain some university academic functions, although most of those existing on the site currently will be relocated to the Radcliffe Observatory Quarter.
- 9.269 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network are likely to be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP62: West Wellington Square



Planning permission will be granted for academic institutional, student accommodation, and residential development at West Wellington Square. Residential development could include employer-linked affordable housing in accordance with Policy H3. Within the Local Centre, uses appropriate to Policy V4 at West Wellington Square will also be permitted. The minimum number of homes to be delivered is 18. Other complementary uses will be considered on their merits.

Bayards Hill Primary School Part Playing Fields

Site area:	1.96 ha/ 4.84 acres
Ward:	Barton & Sandhills
Landowner:	Oxfordshire County Council
Current use:	School Playing Field
Flood Zone:	FZ1

- 9.270 This site is currently used as school playing fields. The eastern part of the playing field, adjacent to the Barton Leisure Centre, will be released for employer-linked housing to be occupied by those staff working for the Community Schools Alliance Trust. This loss of playing field is justified owing to need for and benefits of providing some employer-linked housing for the educational trust.
- 9.271 Given the existing pressures in the Gas Network and the increases that the new development proposed would create, upgrades to the network may be required. As such early discussion with the Gas Network is recommended to ensure that the timely delivery of infrastructure takes place to support development.

Policy SP63: Bayards Hill Primary School Part Playing Fields



Planning permission will be granted for residential development. Residential development could include employer-linked affordable housing in accordance with Policy H3. The minimum number of homes to be delivered is 30. Other complementary uses will be considered on their merits.

The site to be developed at Bayards Hill Primary School is to be the playing field only and must not encroach upon the playing pitches.

The loss of part of the playing field will require qualitative improvements to be undertaken to the remaining playing field.

William Morris Close Sports Ground

Site area:	1.24 hectares/ 3.06 acres
Ward:	Cowley Marsh
Landowner:	Cantay Estates Ltd
Current use:	Cricket pitch and associated car parking
Flood Zone:	FZ1

- 9.272 The site is open space, with previous use as sports pitches for the Rover Sports and Social Club. The site is now a fenced off grassed area. It is surrounded by residential development on three sides and a school on the fourth side.
- 9.273 Residential use would be an appropriate use on this site. The loss of the majority of the sports facility is considered justified because of the need for and benefits of new housing. However, sports provision must be retained unless alternative provision is made or contributions are made to improving a local facility such that its capacity increase replaces what is lost. 10% of the site will be required for new public open space, which should be sited to make existing residents feel welcome to use it.
- 9.274 The site is close to the Crescent Road view cone and there is a view from the site across Headington Hill with glimpses of the spires. This should be considered and celebrated in design, with access to the view facilitated. Connection improvements should also inform the alignment of design proposals and additional pedestrian/cycle connection to adjacent residential development should be created. The entrance to the site should be viewable from Barracks Lane and should complement the school. Routes should be as permeable and circulatory as possible.

Policy SP64: William Morris Close Sports Ground



Planning permission will be granted for residential development and public open space at William Morris Close Sports Ground. The minimum number of homes to be delivered is 82. Other complementary uses will be considered on their merits.

The sports provision must be retained unless the loss of the sports provision can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered.

The William Morris Close site will be expected to provide 10% new public open space, which must be sited to be welcoming to existing residents. Development proposals should encourage active frontages to the new public open space.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.

Glossary

Academic Year

A period of one year (12 months), aligned to the duration of a course upon which a student is enrolled at a single university, college or other academic institution. This includes the full period of term/semester times and all vacations.

Academic Accommodation

See Campus

Administrative Accommodation

See Campus

Affordable housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). The most recent Tenancy Strategy will be used to assess whether proposed forms of affordable housing are genuinely affordable in Oxford.

Affordable housing will also comply with one or more of the following definitions:

- a. Affordable housing for rent: meets all of the following conditions:
 - i) the rent is set in accordance with the Government's rent policy for social rent (see separate definition) or affordable rent, or is at least 20% below local market rents (including service charges where applicable); ii) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider. This may also include employer-linked housing); and iii) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b. Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute at the time of plan-preparation or decision-making. Income restrictions should be used to limit a household's eligibility to purchase a starter home to those who have maximum household incomes of £80,000 a year or less (or £90,000 a year or less in Greater London).
- c. Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d. Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Allocated parking

Car parking spaces that are reserved for the exclusive use of a particular residential property. Common forms of allocated parking include driveway and frontage parking within the curtilage of a building, private garages that are large enough to accommodate a car, and private parking courts where spaces are reserved for use by a specific property.

Allocation

Land identified (with or without planning permission) within a Development Plan Document for a particular land use or mix of uses.

Ancient/veteran trees

These are as defined in the NPPF, which in 2018 states: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancillary use

A land use on a site that is of an appropriate scale to only serve new development on the site. Ancillary retail should not act as 'destination' retail shops and must not conflict with the viability of retail units in district centres.

Annual Monitoring Report (AMR)

The Annual Monitoring Report monitors how the Council is performing against the timescales set out in the LDS and measure progress made in respect of the documents being prepared. It reviews the effectiveness of the adopted planning policies; and monitors the extent to which policies and targets in adopted documents are being achieved against a range of indicators. It is usually published by the City Council in December each year.

Appropriate Assessment

An assessment which forms a stage within the Habitats Regulation Assessment.

Area Action Plan (AAP)

A Development Plan Document that forms part of the Local Development Framework. AAPs are used to provide the planning framework for areas subject to significant change or where conservation is needed. A key feature is a focus on implementation. Once adopted, the AAP forms the planning policy and spatial framework for the development of the area.

Article 4 direction

An order that can be imposed by the City Council to formally remove permitted development rights of development, meaning that planning permission is required locally for specific types of changes.

Backland development

A term commonly used to describe the development of land at the rear of existing residential buildings, usually on parts of former residential gardens.

Biodiversity

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Calculator

Biodiversity calculators are used to assess whether a project would result in a loss of biodiversity, no overall loss or a net positive outcome. Existing biodiversity 'units' are calculated by considering

the distinctiveness, condition and size of a habitat. The anticipated number of 'units' following implementation of proposals are then also calculated. Considerations include the time it will take for newly introduced biodiversity features to achieve their biodiversity potential.

Blue Infrastructure

A strategic network of managed infrastructure and natural features designed to manage urban water systems, including flood management and the maintenance of good water quality. It usually works in combination with green infrastructure to mimic natural processes as much as possible.

Brownfield Land

Both land and premises are included in this term, which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.

Building Research Establishment Environmental Assessment Method (BREEAM)

A method of assessing, rating and certifying the sustainability of buildings. The assessment evaluates the performance of buildings under a number of categories, including energy, water use, health and wellbeing, pollution, transport, materials, waste, ecology and management processes.

Building Regulations

The Building Regulations set standards for the design and construction of new buildings and many alterations to existing buildings. Part L of the regulations cover carbon dioxide emissions from energy use through heating, fixed lighting, hot water and building services. Part L does not cover emissions related to energy use from cooking or from plug-in electrical appliances such as computers.

Bus Rapid Transit (BRT)

A bus-based public transport system designed to improve capacity and reliability relative to a conventional bus system. Typically, a BRT system includes roadways that are dedicated to buses, and gives priority to buses at intersections where buses may interact with other traffic; alongside design features to reduce delays caused by passengers boarding or leaving buses, or purchasing fares.

Campus

Accommodation occupied by an educational institution and comprising academic institutional uses including academic (teaching, seminar and lecturing spaces), research (laboratories and special facilities) and/or administrative uses (offices and administrative functions).

Car Club

A scheme that encourages vehicle sharing, such as car pools or city car clubs.

Car-free development (residential)

Accommodation for people who are prepared to knowingly, and willingly, relinquish their right to keep a private car in Oxford. Such development will be subject to appropriate conditions and/or planning obligations. For example, developments proposed within a controlled parking zone would not be eligible for a resident's parking permit.

City Centre

A regional centre serving a wide catchment. It embraces a wide range of activities and is distinguished by areas which perform different main functions.

Climate change adaptation

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including changes in rainfall and rising temperatures.

Climate change mitigation

Actions to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Cluster flat

A sub-unit of accommodation within a larger development under common management by, or on behalf of, an institution. Rooms within a cluster flat will be individually let to tenants by a provider of institutional accommodation, e.g. a university, college, or hospital, but within each cluster flat tenants usually have exclusive use of communal kitchen/lounge and sometimes bathroom facilities. Most cluster flats will have their own front door within the accommodation block.

Co-housing

An intentional community of self-contained private homes organised a shared space, often created and managed by their residents.

Combined Heat and Power (CHP)

Sometimes known as co-generation, Combined Heat and Power is the use of a single piece of plant to generate both heat and electricity. In conventional power generation large quantities of energy in the form of heat are wasted. CHP is much more efficient. Although not a renewable technology, it can be combined with sustainable fuels to provide low-cost heating that has a minimal carbon footprint.

Commitment

Proposals for development that are the subject of a current full or outline planning permission, or unimplemented allocations in the Local Plan.

Community Hubs

Multipurpose centres hosting a range of activities and local and public services, and from which community led services are delivered. They are often managed by a dedicated community organisation but may also be owned or managed by public agencies or local authorities with substantial input from the community.

Community Led Housing

Community led housing schemes are a means of delivering housing which allows for people to be more involved in the process of meeting their specific needs and wants. These are developments driven by groups that are formed on the basis of a geographical connection or any other characteristic the members have in common. There are various approaches that can be followed in delivering housing this way, and can encompass new build, regeneration or the use of existing buildings.

Schemes that are community led generally have the following characteristics that make them distinct from other forms of development:

- A requirement that the benefits of the scheme to the local area and/or specified community must be clearly defined and legally protected in perpetuity
- A presumption in favour of community groups that are taking a long term formal role in the ownership, management and/or stewardship of the homes
- A requirement that the community must be integrally involved throughout the process in key decisions, whether or not they initiate and manage the development process, or build the homes themselves.

Employment and Skills Plans (ESPs)

Schemes delivered by a developer often as a planning obligation designed to provide local employment, apprenticeships and training opportunities, or to encourage existing local workforce schemes, associated with development sites.

Complementary use

A secondary land use on a site that is both auxiliary and appropriate to the primary use. The complementary use should combine with the primary use to add vitality to a site, but is less important than the primary use. A complementary land use should generally not cover more than 25% of the gross floor area of the proposed development.

Consumer Price Inflation (CPI)

A measure of changes in the price level of a representative sample of consumer goods and services typically purchased by households.

Construction Management Plan (CMP)

The purpose of a CMP is to outline the proposed approach of a developer to implement a built scheme and manage construction works. It typically contains details of on-site procedures and processes, sequencing of the build programme, proposed construction methodology and proposals on traffic and environmental management measures. The number of items included in the plan is often dependent on the scale and complexity of the scheme. The Plan is submitted to the planning authority for approval, following which it must be strictly followed, with any changes requiring further approval from the authority.

Items that might be included in a construction management statement include:

- Drawings and plans
- Access arrangements for vehicles, plant and personnel
- Location of offices, unloading/loading areas, reception, site facilities, and so on
- Screening and hoarding details.
- Storage areas
- Control measures for dust and mud
- Site waste management plan
- Lighting of the site
- Drainage control measures
- Access and protection arrangements for the public
- Points of contact and complaints procedures.

Conversion

The change of use of a building, which involves significant physical changes to its internal and/or external structure or layout. This

includes the sub-division of a large dwelling into smaller dwellings (which may also include extensions to the existing building), or changing a traditionally non-residential building into one or more residential units.

Controlled Parking Zone (CPZ)

In residential areas, these are often called 'Resident Parking Zones'. In such areas, parking of cars and other motor vehicles is generally limited to eligible residents only. In Oxford, those living in student accommodation will always be excluded from being eligible for a parking permit. Car-free homes, and some newer homes that have their own off-street parking, will also be excluded.

Corporate Plan

A document which sets out the core ambitions and priorities of the City Council.

Custom housebuilding

See Self Build.

Delivery

A term used in national planning policy. To be judged 'sound' Plan policies must (among other things) be deliverable.

Delivery and Servicing Management Plan (DSMP)

A DSMP sets out a strategy for how deliveries and the servicing of a development would be managed, how impacts such as congestion and noise will be minimised, and how zero or ultra-low emission and last mile opportunities will be considered.

Design and Access Statement

A report accompanying and supporting a planning application, explaining how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Development Plan Document (DPD)

Documents that collectively deliver the spatial planning strategy for the local planning authority's area.

Disabled parking

Car parking that is designed and specifically allocated for mobility impaired users, who hold a Blue Badge. These spaces may be legitimately used by Blue Badge holders travelling in the vehicle as a driver or passenger, or by vehicles collecting or dropping off blue badge holders.

District Centres

District centres comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Duty to Cooperate

A legal duty that requires local planning authorities to work with neighbouring authorities and key public bodies to maximise the effectiveness of Local Plan preparation in relation to strategic cross boundary matters.

Dwelling (or Dwellinghouse)

A self-contained unit of residential accommodation occupied by a single person or by people living together as a family, or by not more than six residents living together as a single household, including where care is provided for residents. A self-contained unit of accommodation. All rooms (including kitchen, bathrooms and toilets) are behind a single door which only occupants of that unit of accommodation can use.

Employment Floor Space

Total footprint of a development allocated to employment usage.

Employment Land Assessment (ELA)

A study produced on behalf of the council assessing the quality and quantity of all employment land and premises (B1, B2 and B8) within the city and comparing the employment land supply against the forecast demand for employment use to test whether there is sufficient land of the right quality and in the right location to meet the identified needs.

Employment-generating Development

Development in B use classes, or directly supporting and linked to them.

Employer-linked affordable housing

Housing that is provided on specified sites by key employers in the city for staff carrying out their work. The housing should be rented at levels that are affordable to a cross-section of the key employer's employees, and should be available at affordable rents in perpetuity.

Examination in public (EIP)

A process used to test the soundness of Development Plan Documents managed by an independent Planning Inspector.

Extra-Care Housing

A type of specialised housing for older and disabled people. It is purpose-built self-contained accommodation in which 24-hour personal care and support can be offered and where various other services are shared.

Family home (Family sized dwelling)

A self contained house (or bungalow) of 2 or more bedrooms (or self contained flat with 3 or more bedrooms) often with direct access to private amenity space, described as such as they are deemed likely to encourage occupation by a family including children. The acceptable minimum floorspace and layout will be based on the National Space Standards i.e. minimum 2 bedroom, 3 person dwelling (61m²) and 3 bedroom, 4 person dwelling (74m²).

Flood Zones

Areas with different probabilities of flooding as set out in the Planning Practice Guidance: Flood Risk and Coastal Change:

- Flood Zone 1 – low probability (less than 1 in 1,000 annual probability)
- Flood Zone 2 – medium probability (between 1 in 100 and 1 in 1,000 annual probability)
- Flood Zone 3a – high probability (1 in 100 or greater annual probability)
- Flood Zone 3b – the functional floodplain (1 in 20 or greater annual probability).

Geodiversity

Refers to the range or diversity of naturally occurring geological features (rocks, minerals, fossils, structures), geomorphological features (landforms and processes), soil and water that compose and shape the physical landscape. It does not normally refer to human made landforms such as landscaping, concrete surfaces or other infrastructure.

Green Belt

An area of undeveloped land, where the planning policy is to keep it open to (amongst other purposes) prevent urban sprawl and preserve the setting and special character of Oxford and its landscape setting.

Green Infrastructure

A strategically planned and managed network of green spaces and other environmental features that perform ecological and sustainability functions within an urban area, along with providing spaces for public amenity.

Greenfield

Formerly defined as land which has not been previously developed. There is no formal definition of greenfield land since the revocation of the Town and Country Planning (Residential Development on Greenfield Land) (England) Direction 2000 in 2007.

Gross Internal Area (GIA)

The floor area of a building measured to the internal face of the perimeter walls at each level.

Gross Value Added (GVA)

Gross value added (GVA) measures the contribution to an economy of an individual producer, industry, sector or region. It is used in the calculation of gross domestic product (GDP). GDP is commonly estimated using one of three theoretical approaches: production, income or expenditure. When using production or income approaches, the contribution to an economy of a particular industry or sector is measured using GVA.

Habitats Regulation Assessment (HRA)

A process used to assess the impacts of proposals and land-use plans against the conservation objectives of a European site and to ascertain whether it would adversely affect the integrity of that site.

Health Impact Assessment (HIA)

A process used to assess the health impacts of plans, policies and projects in different sectors.

Heritage asset

A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets and assets identified by Oxford City Council during the process of decision-making or through the plan-making process (including local listing).

Household

One person or a group of people who have an accommodation as their only or main residence and share the living accommodation and/or share at least one meal a day.

Housing and Economic Land Availability Assessment (HELAA)

A strategic assessment reviewing the supply of potential sites to meet future needs for housing, and for economic growth.

House in Multiple Occupation (HMO)

A house, flat or building will be a house in multiple occupation (HMO) if it meets the definition under the Housing Act 2004 s254 or s257. A HMO is usually a house or flat that is shared by 3 or more people,

who are unrelated, form more than 1 household and is their only main residence. There are 2 types of HMO: C4 HMO, and sui generis HMO. A C4 HMO is a small house or flat that is occupied by 3-5 unrelated people who share basic amenities such as the bathroom and/or kitchen. A sui Generis HMO is the same as a normal C4 HMO except that it is a large house or flat occupied by 6 or more unrelated people and can be subject to slightly different planning rules.

Housing Associations

Independent societies, bodies of trustees or companies established for the purpose of providing low- cost social housing for people in housing need on a non-profit-making basis. Any trading surplus is used to maintain existing homes and to help finance new ones.

Indoor sport and recreation facilities

This may include, for example, swimming baths, skating rinks, gyms, dance halls, indoor courts and leisure centres as well as facilities linked to outdoor sports such as pavilions and changing rooms.

Infill development (houses and flats)

Developments of houses and flats that do not include a new access road, so that all vehicular access to private properties is directly from an existing street or close. This can include the sub-division of existing dwellings, extensions to existing buildings to create new homes, or the sub-division of a residential plot (including gardens) to create new homes.

Intermediate housing

Housing at prices and rents above those of social rent, but below market or affordable housing prices or rents. These can include shared equity (shared ownership and equity loans), intermediate rent and other low cost homes. The Council will consider the suitability of other forms of intermediate housing, such as low-cost market housing, in light of its genuine affordability to those in housing need.

NB: Key worker housing is defined separately from intermediate affordable housing.

Key worker

The broad definition of key worker is someone employed in a frontline role delivering an essential public service where there have been recruitment and retention problems. In Oxford, a key worker is any person who is in paid employment solely within one or more of the following occupations:

- NHS: all clinical staff except doctors and dentists
- Schools: qualified teachers in any Local Education Authority school or sixth form college, or any state-funded Academy or Free School; qualified nursery nurses in any Oxfordshire County Council nursery school
- Universities and colleges: lecturers at further education colleges; lecturers, academic research staff and laboratory technicians at Oxford Brookes University or any college or faculty within the University of Oxford
- Police & probation: police officers and community support officers; probation service officers (and other operational staff who work directly with offenders); prison officers including operational support
- Local authorities & Government agencies: those providing a statutory service, including but not limited to social workers; occupational therapists; educational psychologists; speech and language therapists; rehabilitation officers; planning officers; environmental health officers; clinical staff; uniformed fire and rescue staff below principal level
- Ministry of Defence: servicemen and servicewomen in the Navy, Army or Air Force; clinical staff (with the exception of doctors and dentists).
- Unregistered Workforce (Support Workers): In Health roles may include: Assistant Practitioner, Care Assistant, Healthcare Support Worker, Maternity Support Worker, Nursing Assistant, Occupational Therapy Assistant, Physiotherapy Assistant, Radiography Assistant, Speech and Language Therapy Assistant, Senior Care Assistant. In Adult Social Care roles may include: Activities worker, Day Care Assistant, Day Care Officer, Domiciliary care worker, Home care worker, Nursing Assistant (in a nursing home or a hospice), Personal Assistants, Reablement Assistant, Residential Care Worker, Senior Home Care Worker, Support Worker.

Key worker housing

Housing that includes a condition of tenancy or lease that all least one full-time occupier of each unit or sub-unit must, at the point of that person's first occupation, be a key worker as defined in this document. Key worker housing can also be social rented housing, or intermediate affordable housing, but only if it complies with the definitions for affordable housing set out in this document. This may be in the form of self-contained units or shared accommodation.

Last mile opportunities

The 'last mile' refers to the transfer of trunk freight deliveries to local distribution across towns and cities. This is often in the form of small diesel vans and has a major effect on air quality and traffic congestion. Last mile opportunities refers to opportunities for the transfer of trunk freight deliveries to local logistic hubs facilitating onward distribution on foot, by bicycle and by small electric vehicles.

Lifetime Homes

Ordinary homes incorporating 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life. The standards are not compulsory and have been superseded by new national technical housing standards. Local authorities can provide additional accessibility requirements through the optional Building Regulations M4 (2) [Category 2], and/or M4 (3) [Category 3].

Listed Buildings

A building deemed to be of special architectural or historical interest is placed on a statutory list maintained by Historic England. Such buildings cannot be demolished, extended or altered without special permission from a local planning authority, which typically consults with Historic England before determining an application. The designation regime is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

Listed buildings are classified into three grades:

- Grade I buildings are of exceptional interest
- Grade II* buildings are particularly important buildings of more than special interest
- Grade II buildings are of special interest warranting every effort to preserve them.

Local Wildlife Site (LWS)

Areas in Oxfordshire and Berkshire which include important and rare habitats and species.

Low-parking development

Development which has overall associated parking provision that is significantly below maximum parking standards. Such development will be subject to appropriate conditions and/or planning obligations. For example, developments proposed within a controlled parking zone would normally not be eligible for a resident's parking permit.

Local Development Framework (LDF)

A non-statutory term used to describe the portfolio of Development Plan Documents, Supplementary Planning Documents, the Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Report.

Local Centres

Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Small parades of shops of purely neighbourhood significance are not classified as local centres.

Local Development Scheme (LDS)

A three year project plan for preparing planning documents and provides the starting point for the local community to find out what the City Council's current planning policies are for the area. It includes 'milestones' to inform the public about opportunities to get involved with the plan making process and to let them know the likely dates for involvement.

Local Housing Allowance (LHA)

Rate set by the Valuation Office Agency that is used to calculate housing benefit for tenants renting from private landlords.

Local List

See Oxford Heritage Asset Register (OHAR).

Low carbon energy

Low carbon energy uses fossil fuels in a manner which ensures a very high rate of efficiency (e.g. gas-fired combined heat and power, or CHP). Low carbon technologies use much less carbon dioxide in the production of usable energy than traditional forms of energy generation, such as power stations.

Major Development

As defined in The Town & Country Planning (Development Management Procedure) (England) Order 2015, development that involves one or more of the following works:

- the winning and working of minerals or the use of land for mineral-working deposits;
- waste development;
- the provision of dwellinghouses where the number to be provided is 10 or more, or if the development is to be carried out on a site having an area of 0.5 hectares or more;
- the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more;
- development carried out on a site having an area of 1 hectare or more.

Measured internally (houses and flats)

For self-contained dwellings (e.g. houses and flats), this will be from the insides of the external walls separating each unit of accommodation from each other, from any communal areas such as communal hallways, lift shafts and staircases, or from the outdoors. The width of internal walls should be included in this calculation.

Measured internally (all other residential development)

For student accommodation and other non-self-contained residential development, the internal area will be measured from the insides of the external walls, and will include all communal or shared facility areas (such as communal lobbies, staircases, common rooms, hallways, kitchens and shared bathrooms used by more than one household). The width of internal walls should be included in this calculation.

More vulnerable development

Development that, due to its nature, is more vulnerable to flood risk. It includes residential, student accommodation and hospitals and is defined in national planning guidance.

National Planning Policy Framework (NPPF)

A document setting out the Government's planning policies for England and how they are expected to be implemented. It was published by the Department for Communities and Local Government (now the Ministry of Housing, Communities and Local Government (MHCLG)) consolidating several previously issued Planning Policy statements and Planning policy guidance notes.

Open book negotiation

An approach where the developer shares the figures in its financial appraisal with the local authority, in order to make the negotiations transparent, and reduce the risk of dispute.

Open space

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Operational parking (residential)

Car parking required for essential services and maintenance to the residential properties, and for use by delivery vehicles, by medical or care staff, or the emergency services. Operational car parking in residential developments specifically excludes parking for cars used by residents or their personal visitors, except when needed for loading, repairs and maintenance.

Oxford Brookes University existing campus sites:

- Contiguous Headington interests, including Gypsy Lane, Headington Hill Hall and Clive Booth Student Village
- Oxford Brookes University Marston Road Campus

Oxford City Wildlife Site (OCWS)

Sites of local importance for wildlife and nature, because of either connectivity, rare or exceptional features, habitat provision, diversity and/or local value for naturalness, learning and appreciation of nature.

Oxfordshire Growth Board

A joint committee comprising of the six Oxfordshire councils and other partners set up to enable collaboration and delivery of projects related to economic development, strategic planning and growth.

Oxford Heritage Asset Register (OHAR)

A register of buildings, structures, features or places that make a special contribution to the character of Oxford and its neighbourhoods through their locally significant historic, architectural, archaeological or artistic interest. These are not necessarily on the statutory list and no additional legal requirements or responsibilities are placed on property owners beyond those required for planning permission or building regulation approval.

Oxford Housing Company Limited (OHCL)

A housing company wholly owned by the City Council, established to undertake regeneration schemes, develop new build housing on council land and purchase and manage affordable housing from developers on private land.

Oxfordshire Local Investment Plan (LIP)

A non-statutory document that sets out priorities for delivering housing growth, economic development, regeneration and infrastructure. Prepared in Oxfordshire by the Spatial Planning and Infrastructure Partnership as result of the 'Single Conversation' with the Homes and Communities Agency.

Parking court

A communal parking area shared by a number of houses and/or flats. Allocated spaces that are within a single bounded dwellinghouse or former dwellinghouse curtilage, or are accessed directly from the public highway, do not fall within this definition.

Patient hotel

Accommodation available to those that need to be close to a hospital overnight, but who do not need a hospital bed, for example outpatients and families of hospital patients.

Photovoltaic cells

A renewable source of energy that converts solar energy into electrical energy.

Planning Condition

A planning condition can be attached to a planning permission to restrict the use of that development, or to require particular actions to be taken by the developer or owner to mitigate the impact of development. This may sometimes need to happen before the approved development can start (sometimes referred to as a pre-commencement condition).

Planning Obligations

See Section 106 Agreements.

Planning Practice Guidance (PPG)

A web-based resource that brings together national planning practice guidance for England.

Policies Map

A map of Oxford forming part of the Local Development Framework and illustrating particular areas of land to which policies apply.

Previously Developed Land (PDL)

Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings). The definition covers the curtilage of the developed land. Private residential gardens are not defined as previously developed land.

Private Registered Provider (PRP)

A non-state or local authority organisation that buys, builds and manages affordable housing, often in partnership with the local housing authority (i.e. local council). They can be either profit making or non-profit making. A register is maintained by the Regulator

of Social Housing (RSH) holding details of annual accounts and certificates of registration for all approved PRPs.

Protected Key Employment Site

Sites identified in the Oxford Local Plan as key employment generating sites. These are subject to an Article 4 direction requiring planning permission for changes of use from offices (B1a) to residential uses.

Public open space (or Public Realm)

Areas of publicly accessible outdoor land that are maintained, landscaped and managed to allow social and recreational use by a variety of users. To be publicly accessible, it must be open to all members of the public all of the time. Where reasonably justified, it may be permissible to close such land to the general public during hours of darkness, or on a limited number of days of the year for maintenance purposes. The terms of use of public open space which is privately maintained may be set out in conditions attached to the planning application or as part of a planning obligation.

Regeneration Framework

A document that sets out the regeneration challenges facing Oxford and provides a framework for Oxford City Council to work with local and regional partners to respond to these challenges.

Registered Provider (RP)

An organisation that buys, builds and manages affordable housing, often in partnership with the local housing authority (i.e. local council). They include housing associations.

Renewable energy

Energy that uses technologies which generally rely on the elements (e.g., sunlight, wind, rain), biomass, or on generating energy from the earth itself.

Residential garden land

Outdoor land within the private or shared curtilage of a residential property or properties, which has been or is used primarily for relaxation, growing plants, drying clothes and other private domestic activities. This includes gardens, patios and terraces for houses, flats, houses in multiple occupation (HMOs), guest houses, residential care homes and any other building that was originally built as a house which has not been substantially altered.

Residential garden land includes all landscaped areas, whether turfed or planted, or otherwise, and all paths, domestic sheds, private driveways and small ancillary outbuildings. However it excludes large communal car parking areas and large communal storage or utility buildings.

Research Accommodation

See University Facilities.

Residential Moorings

This is a long-term/ mooring base for a vessel or floating structure with planning permission and navigation authority consent for use as a person's sole or main residence. The vessel may leave the mooring from time to time to go cruising, undergo repair etc. for any period of time.

Section 106 Agreements (s106)

Section 106 agreements (also known as planning obligations or planning legal agreements) are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. They are negotiated, usually in the context of planning applications, between local

planning authorities and people with an interest in a piece of land. They are intended to make acceptable development that would otherwise be unacceptable in planning terms. They enable councils to secure contributions towards services, infrastructure and amenities to support and facilitate a proposed development.

Secured by Design

The national police crime prevention initiative aiming to 'design out' crime to help people live in a safer society.

Self-build

Refers to homes that are built with primary or significant input into the final design and layout from the initial owner or occupier. Often self-build projects the owner/occupier directly organises the design and construction, while custom building involves a specialist developer to help deliver the project. The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) provides a legal definition of self-build and custom housebuilding, and does not distinguish between the two. The definition applies to homes that are built by individuals or associations of individuals, or persons working on their behalf. In considering whether a home is a self-build or custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.

Self-contained accommodation

An independent unit of accommodation with kitchen, bathroom and toilet facilities, provided for the exclusive use of the household living within.

Serviced plot

Sites that are 'shovel ready', i.e. land that is suitably laid out and ready for construction, with planning permission, access to the public highway and services/utilities provided within its boundary.

Sequential test

A systematic approach ranking sites in order, starting with the most appropriate location for development followed by increasingly unsuitable options e.g. whether brownfield or greenfield land; City centre or out-of-centre.

Shared ownership housing

A form of intermediate affordable housing which is partly sold and partly rented to the occupiers, with a Registered Provider (normally a housing association) being the landlord. Shared ownership housing should normally offer a maximum initial share of 25% of the open market value of the dwelling. The annual rental charges on the unsold equity (share) should be no more than 2.75% of this share.

Sheltered Housing

Self-contained accommodation for elderly or disabled people which form part of an overall development and with some shared facilities and on-site support personnel. See also Cluster Flat.

Short Stay Accommodation

Accommodation providing residential tenancies, typically provided on a daily basis, principally for short stays by visitors. Accommodation will typically be in self-contained space consisting of complete furnished rooms or areas for living/dining and sleeping, with amenities (e.g. television, internet) included in the rent. This accommodation type includes hotels and bed and breakfast. Aparthotels or serviced apartments are treated as residential uses, for which affordable housing provision is sought, and are not considered as short stay accommodation for the purpose of the policy.

Site of Special Scientific Interest (SSSI)

Areas identified by Natural England as being of special interest for their ecological or geological features. Natural England is the government's advisor on the natural environment.

Social rented housing

Homes that are let at a level of rent set much lower than those charged on the open market. The rent will be calculated using the formula as defined in the Rent Standard Guidance of April 2015 (updated in May 2016) or its equivalent or replacement guidance (relevant at the time of the application).

Soundscape

The acoustic environment (sounds generated and detected from all sources) as perceived, experienced and/or understood by a person or people in a particular context/setting.

Special Area of Conservation (SAC)

Special Areas of Conservation are areas that have been designated at a European level as important for nature conservation.

Strategic Flood Risk Assessment (SFRA)

An assessment of the flooding issues that affect the city; it provides the flood risk information needed to inform planning policies.

Strategic Housing Land Availability Assessment (SHLAA)

A study of the opportunities that exist to meet housing need.

Strategic Housing Market Assessment (SHMA)

The SHMA is a technical study that assists local planning authorities understand how many homes will be needed over a given period, which also considers the housing needs of specific groups in society such as older people, minorities and people with disabilities. Information sources for the SHMA can include house prices and rates of change in house prices, household migration and search patterns, and other relevant contextual data such as travel to work areas.

Student accommodation

Accommodation whose main purpose is to house students of sixteen years of age or above, registered on full-time courses of an academic year or more in Oxford.

Sui generis

Land uses that do not fall within any use class in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Supported and Specialist Care Accommodation

Housing that is for occupation by residents who required specialist services or support in order to enable them to live, or to adjust to living, independently within the community. It will offer a high level of support in order to support those who would otherwise need to live in a care home. Groups with specific support needs may include those with disabilities (including learning disabilities), the homeless, teenage parents, refugees and those with drug or alcohol problems.

Supplementary Planning Document (SPD)

Part of the LDF that supplements and elaborates on policies and proposals in Development Plan Documents. Supplementary Planning Documents do not form part of the statutory development plan.

Sustainability Appraisal (SA)

A social, economic and environmental appraisal of strategy, policies and proposals – required for Development Plan Documents and sometimes Supplementary Planning Documents.

Sustainable Development

Meeting the needs of the present without compromising the ability of future generations to meet their own needs. Resolution 42/187 of the UN General Assembly.

Sustainable Urban Drainage Systems (SuDS)

Sustainable Urban Drainage Systems are a sequence of water-management practices and facilities designed to drain surface water and protect against flooding. These include porous roads, high-level road drainage, swales, soakaways, filter trenches, wet and dry attenuation ponds and ditches. SuDS helps mimic natural drainage processes and can provide benefits in terms of sustainability, water quality and amenity.

Technical Housing Standards

Nationally described space standards, setting out minimum recommended requirements for the Gross Internal (floor) Area of new dwellings at defined levels of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

Tenure

The conditions under which land or buildings are held or occupied. There are up to 4 categories:

- Owner-occupied - including accommodation that is owned outright or is being bought with a mortgage
- Rented privately - defined as all non-owner-occupied property other than that rented from local authorities and housing associations plus that rented from private or public bodies by virtue of employment
- Rented from housing associations
- Rented from Local Authorities.

Transport Assessment (TA)

An assessment that reviews all potential transport impacts of a proposed development with the aim of minimising any adverse consequences.

Unallocated parking

Car parking that is not allocated to a specific residential property or properties. Unallocated parking must be available to all residents and visitors of the proposed development (except relating to any restrictions on car-free homes). Examples of unallocated parking are on-street parking (whether or not in a controlled parking zone), and private parking courts or private roads that are subject to enforced permit parking (provided parking spaces are not reserved for specific properties).

University Facilities

See Campus

Use Classes Order

This refers to the different categories for uses of land and buildings

as defined by planning legislation (Town and Country Planning (Use Classes) Order 1987 (as amended)). Planning permission is usually required to change from one use class to another, although there are exceptions where the legislation allows changes between uses. Planning permission may also not be required if an existing and proposed use both fall within the same use class.

The general use classes are as follows:

- Class A- shops (including some services)
- Class B – further business and industrial activities
- Class C – hotels, hostels and dwellings
- Class D – non-residential institutions
- Sui generis – other uses that do not fit within the above classes.

These classes are further subdivided into more specific usages.

Viability

Viability means whether something is financially feasible to develop. This will depend on the value of the land in its current use, the cost of development (including construction, planning requirements and cost of finance), the risks involved, and the expected level of developer profit.

Windfalls

Windfall sites are dwellings which have not been specifically identified in the local plan process.

Zero Carbon Home

This is a dwelling whose carbon footprint of does not add to overall carbon emissions. However the Government have stated that Zero Carbon will only apply to those carbon dioxide emissions that are covered by building regulations.

45° Guidance

Often referred to as the '45° code' or '45° rule'. A tool used by architects and planning officers, which gives an initial assessment of whether a proposed new dwelling will maintain an adequate standard of sunlight and daylight within existing and proposed homes.

Abbreviations

AMR	– Annual Monitoring Report
AAP	– Area Action Plan
BREEAM	– Building Research Establishment Environmental Assessment Method
CPZ	– Controlled Parking Zone
DSMP	– Delivery and Service Management Plan
ECP	– Electric Charging Point
ELA	– Employment Land Assessment
ESP	– Employment and Skills Plan
GIA	– Gross Internal Area
GVA	– Gross Value Area
HELAA	– Housing and Economic Land Availability Assessment
HMO	– House of Multiple Occupation
HRA	– Habitats Regulation Assessment
JSSP	– Joint Statutory and Spatial Plan
LWS	– Local Wildlife Site
NPPF	– National Planning Policy Framework
NRIA	– Natural Resource Impact Analysis
OCWS	– Oxford City Wildlife Site
PPG	– Planning Practice Guidance
SA	– Sustainability Appraisal
SAC	– Special Area of Conservation
SFRA	– Strategic Flood Risk Assessment
SHMA	– Strategic Housing Marketing Assessment
SHLAA	– Strategic Housing Land Availability Assessment
SPRA	– Source Pathway Receptor Analysis
SSSI	– Site of Special Scientific Interest
SuDS	– Sustainable Urban Drainage Systems
UKBAP	– UK Biodiversity Action Plan



Appendix 1: Strategic policies

1.1 - List of strategic policies

- E1: Employment sites
- E2: Teaching and research
- E3: New academic or administrative floor space for private colleges/language schools
- E4: Securing opportunities for local employment, training and business
- H1: The scale of new housing provision
- H2: Delivering affordable homes
- H3: Employer-linked affordable housing
- H6: Houses in Multiple Occupation
- H8: Provision of new student accommodation
- H9: Linking the delivery of new/redeveloped and refurbished university academic facilities to the delivery of university provided residential accommodation
- H15: Internal space standards
- H16: Outdoor amenity space standards
- RE1: Sustainable design and construction
- RE2: Efficient use of land
- RE3: Flood risk management
- RE5: Health, well-being, and Health Impact Assessments
- RE6: Air quality
- G1: Protection of Green and Blue Infrastructure Network
- G2: Protection of biodiversity and geodiversity
- G3: Green Belt
- G4: Allotments and community food growing
- G5: Outdoor sports
- G6: Residential garden land
- G7: Other green and open spaces
- G8: Protection of existing Green Infrastructure features
- G9: New and enhanced Green Infrastructure features
- DH1: High quality design and placemaking
- DH2: Views and building heights DH3: Designated heritage assets
- DH4: Archaeological remains
- M1: Prioritising walking, cycling, and public transport
- M2: Assessing and managing development
- M3: Car parking
- V1: Ensuring the vitality of centres
- V2: City Centre Shopping Frontages
- V3: The Covered Market
- V4: District and Local Centre Shopping Frontages
- V5: Sustainable tourism
- V6: Cultural and social activities
- V7: Infrastructure and cultural and community facilities
- V8: Utilities

Site allocations: All Category 1 employment sites

1.2 - List of saved development plan documents

- Barton Area Action Plan
- Northern Gateway Area Action Plan

Appendix 2:

Chapter 2 - Building on Oxford's economic strengths and ensuring prosperity and opportunities for all

2.1 Category 1 employment sites:

The following university/research sites:

- University of Oxford Science Area and Keble Road Triangle; Old Road Campus; Radcliffe Observatory Quarter; Northern Gateway/Oxford North

The following hospital research sites:

- John Radcliffe Hospital; Nuffield Orthopaedic Hospital; Churchill Hospital; Warneford Hospital

The following major publishing sites:

- Oxford University Press

The following major manufacturing /research sites:

- BMW (Mini); Unipart

The following major Science/Business Parks:

- Oxford Science Park; Oxford Business Park

The following larger knowledge –sector office uses:

- Oxford Centre for Innovation

2.2 Category 2 employment sites:

City Centre

One St Aldates
Oxford Town Hall
7,95-96,109-113, 121 St Aldates
Post Office, St Aldates
Blue Boar Court, Blue Boar Street
Clarendon House, Cornmarket
Oxford University Officers' Training Centre, Oxpens Road
6 Beckett Street
1-3 Cambridge Terrace (tbc)
Employment Exchange, Floyds Row
Speedwell House, Speedwell Street
Albion House, Albion Place
Hogrefe House, Albion Place
6 Brewer Street
10A,13,13A New Road
County Hall, New Road
40 Pembroke Street

Littlegate House, St Ebbe's Street
Ramsay House, St Ebbes Street
North Bailey House, 12 New Inn Hall Street
Thomas Hull House, New Inn Hall Street
29,52 New Inn Hall Street
13-16 Magdalen Street
3-7 Worcester Street
17-33 Beaumont Street
University Student Hub, Turl Street
1-16 King Edward Street
3 George Street Mews
Chester House, 21-27 George Street
1-3, 14-16, 40 George Street
Hayes House, 75 George Street
Threeways House, George Street

West End, Botley Road

King Charles House, Park End Street
9, 14 B, 27-30,40-41 Park End Street
Cantay House, 36-39 Park End Street
28-38 Hythe Bridge Street
R/O 165-167 Botley Road
New Barclay House, Botley Road
Osney Mead Industrial Estate

Central Oxford and Jericho

Lucy Properties, Walton Well Road
Eagle House, Walton Well Road
35A Great Clarendon Street
28-31 Little Clarendon Street
Oxford University Offices, Wellington Square
1,30,35,45-46 St Giles



Woodstock Road, Banbury Road

Clarendon Business Centre, Woodstock Road
39-42, 57 Woodstock Road
Jordan Hill Business Park, Banbury Road
Barclay House, Banbury Road
Clarendon Business Centre, Prama House, Banbury Road
Mayfield House, 256 Banbury Road
43-47,66,69-71, 76, 265,267-269, 228 -240, 264, 285 Banbury Road
Cranbrook House, 287 Banbury Road
Oxfam House, 274 Banbury Road
Lambourne House, 311-321 Banbury Road
Summertown Pavillion, 16-24 Middle Way
20 Linton Road

St Clements and Marston Area

Enterprise Centre, Standingford House, Cave Street
1-4 The Plain
27-28 St Clements Street
Angel Court, St Clements

London Road

75 London Road
Kennet House, 108-11- London Road
116-120 London Road

Cowley Road, Cowley, Watlington Road, Horspath, Sandy Lane West

Cowley Road Workshop 100a Cowley Road	Harrow Road, Industrial Estate, Watlington Road
Cowley Business Centre	Ashville Way, Watlington Road
The Old Music Hall, 106-108 Cowley Road	Pony Road, Horspath
Former Blackwells Publishing, Marston Street	County Trading Estate, Watlington Road
Bullington House, 174B Cowley Road	Oxford Bus Company, Watlington Road
Crown House, 193 Cowley Road	Bridge View, 12 Watlington Road
Newtec Place, Magdalen Road	2-3,5-1- Chancerygate Business Centre, Transport Way
21 Between Towns Road	Church Missionary Society, Watlington Road
St Luke's Church Temple Road	1-3 Watlington House, Watlington Way
213,244 Barnes Road	Former Pickfords Site, Sandy Lane West and Spring Lane
Fenchurch Court, Bobby Fryer Close	Lazarus House and Bishop Mews Transport Way
Nuffield Industrial Estate, Sandy Lane West	Horspath Industrial Estate
Chiltern Business Centre, 198 Garsington Road	

Appendix 3:

Chapter 3 - A pleasant place to live, delivering housing with a mixed and balanced community

3.1 *Method for calculating affordable housing contributions relating to residential development*

There is an industry 'rule of thumb' that the price a developer can afford to pay for a site for a housing scheme is roughly 30% - 40% of the value of the houses that you could build on it. On this basis, the cost of the land that would ideally be available for affordable housing is roughly 15-20% of the total sale value (representing 50% of the land area).

The City Council will calculate a financial contribution from qualifying site as what would have been the cost of providing the land for affordable housing on that site. For clarity, the Council will use the 'rule of thumb' that this will be 15% of the total sale value of the properties to be built – this is a conservative estimate of the land value given the high value of land in Oxford.

The sale value will be derived from marketing information (this will usually be publicly available). If the developer considers that this does not reflect the actual sale value, they must demonstrate this by providing a copy of the contract of sale for each unit, as soon as the sales of half the units have completed. The sum will be calculated and must be paid prior to the sale or occupation of more than 50% of the units.

The following formula will be used to calculate the financial contribution: In addition to this, a 5% administration charge will be levied on the calculated sum payable.

$$\text{The combined sale value of all homes on the site on completion} \times 0.15 = \text{The sum payable}$$

3.2 *Method for calculating affordable housing contributions relating to student development*

Policy H2 requires that a site that provides new purpose-built student accommodation makes a financial contribution towards affordable housing delivery in Oxford.

The City Council would, ideally, seek 50% of the value of the land being developed as a financial contribution from student accommodation developments. This would represent the cost of providing what would have been the land for affordable housing development, should the site have come forward for residential development. On the evidence of the viability study, this level of contribution would make most developments unviable. Therefore, the City Council will seek a standard financial contribution, based on the 'development surplus' of sites assessed as viable in the viability study. The City Council will seek a standard development contribution based on the amount of net additional residential floorspace measured internally. The figures to use in the calculation will be included in the Annual Monitoring Report.

This figure will be reviewed annually to reflect the All-in Tender Price Index published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors. In addition to this, a 5% administration charge will be levied on the calculated sum payable.

3.3 *Affordable housing viability cascade for large sites*

If on large sites (of 10 or more units) that are delivering significant infrastructure or social benefits it can be robustly proven that meeting the affordable housing target will make a site unviable, developers and the City Council will work through a cascade approach in the following order until a scheme is made viable:

- Firstly, reduce the percentage of affordable housing provided (to a minimum of 40% of all homes) by reducing the intermediate housing element only;



- Secondly, at 40% affordable housing, reintroduce an element of intermediate housing incrementally up to a maximum 8% of all homes;
- Thirdly, make a financial contribution in lieu of on-site provision, to be calculated using the approach set out in Appendix 3.1.

Robust evidence must be in the form of an independent viability appraisal. The City Council will expect the developer to negotiate on an “open book” basis which relates to the particular site circumstances that have resulted in the development’s non-viability.

The City Council will always expect developers to have considered the financial implications of affordable housing policy requirements, and local market indicators, when purchasing the land for development.

3.4 Employer linked housing sites

- Campus sites of the colleges of the University of Oxford and of Oxford Brookes. These are sites with academic accommodation existing at the time of the adoption of the Local Plan, and where academic institutional use would remain on the site, even with the development of some employer-linked housing.
- Edge of Playing Fields Oxford Academy
- Edge of Playing Fields Bayards Hill Primary School
- Grandpont car park (or) Iffley Mead
- Old Power Station
- Radcliffe Observatory Quarter
- Slade House
- Manzil Way Resource Centre
- Warneford Hospital
- Summertown House, Apsley Road
- West Wellington Square
- Osney Mead
- Court Place Gardens
- John Radcliffe Hospital
- Churchill Hospital
- Nuffield Orthopaedic Hospital

3.5 Student threshold calculation

Policy H9 applies to full-time taught course students. To inform each Annual Monitoring Report the universities will be asked to provide information relating to their student numbers and the number of student accommodation rooms they provide. A snapshot of information will be requested from a point in time in the Autumn of the monitoring year in question. The monitoring year is the one-year period from 1st April - 31st March. The ‘snapshot’ figures provided for the Annual Monitoring Report will be representative of the monitoring period and applicable to Policy H9. If a university is shown in the snapshot to be in breach of threshold but are able to demonstrate a reduction in numbers during the year that brings them under their threshold this will be accepted as an update by the City Council alongside an application for development of academic, research or administrative facilities.

The universities will be asked to state how many students they have and specify how many of them are in each of the following categories. The following categories of students are not relevant for the purposes of Policy H9 and they will be excluded from the total number used in the calculation under Policy H9. There may be students who fall into more than one of these categories and they should not be excluded more than once:

- Part-time and short-course students
- Students studying a research based post-graduate degree
- Students studying a Further education course or a foundation degree
- Vocational course students who will at times during their course be training on work- placements including student teachers and health care professionals who have a split study arrangement between the university and the NHS including student nurses, midwifery students, paramedics, physiotherapists, occupational therapists and student doctors
- Students with a term-time address outside of the city (OX1, 2, 3, 4)
- Students living within the city (OX1, 2, 3, 4) prior to entry onto a course
- Students not attending the institution or studying at a franchise institution
- Students studying outside Oxford (e.g. at Oxford Brookes’ Swindon campus)
- Specific course exclusions (BTh Theology and MTh Applied Theology)
- Students who also have an employment contract with the university
- Students on a year abroad and other placement students away from the university

The universities will also be asked to provide information about the number of student rooms they are providing. This will also be a snapshot figure covering same time as the student numbers information provided. The following student accommodation types will be counted as university-provided accommodation:

- Purpose built student halls managed by the university
- Rooms in other student halls for which the university has nomination rights secured.
- Other university leased or owned housing stock

The number of students who meet the definition of the policy (i.e. the total number of students minus the exclusions detailed above) will be subtracted from the total number of student rooms provided by the university and the resulting figure will be taken to represent the number of students living outside of university provided accommodation in Oxford.

3.6 HMO calculation

Policy H6 states that planning permission will only be granted for the change of use of a dwelling in Use Class C3 to an HMO where the proportion of buildings used in full or part as an HMO within 100 metres of street length either side of the application site does not exceed 20%.

The illustration below shows what is meant by this. The buildings highlighted in the example below would all be included in assessing whether the 20% threshold has been exceeded. It should be noted that, for the purposes of applying these guidelines:

- Buildings containing flats are counted as an HMO only if any one of the flats within the building are being used as an HMO;
- Non-residential buildings are counted as an HMO only if any part of the building is in residential use as an HMO;
- Buildings NOT counted as an HMO include all single dwellings that are occupied by a family, a homeowner together with up to two lodgers, or by up to 6 people receiving care (e.g. supported housing schemes for people with disabilities). Also NOT counted as HMOs are social housing, care homes, children's homes, religious communes, and all buildings occupied by students and managed by the educational establishment (this includes student accommodation), as well as all buildings entirely used for non-residential purposes;
- Any building that lies partially within the 100 metres will be included in the calculation.

In counting individual properties, the City Council will have regard to the number of houses, flats or buildings that are licensed HMOs, or for which a licence application is pending. The Council may also count any other property for which reasonable evidence exists that the property is in use as an HMO.



3.7 Privacy, daylight, and sunlight: the 45 and 25 degree guideline

Many factors are significant in assessing whether new dwellings will enjoy adequate sunlight and daylight, both internally and externally, and the same factors must be taken into account when assessing the impact of new development on existing dwellings.

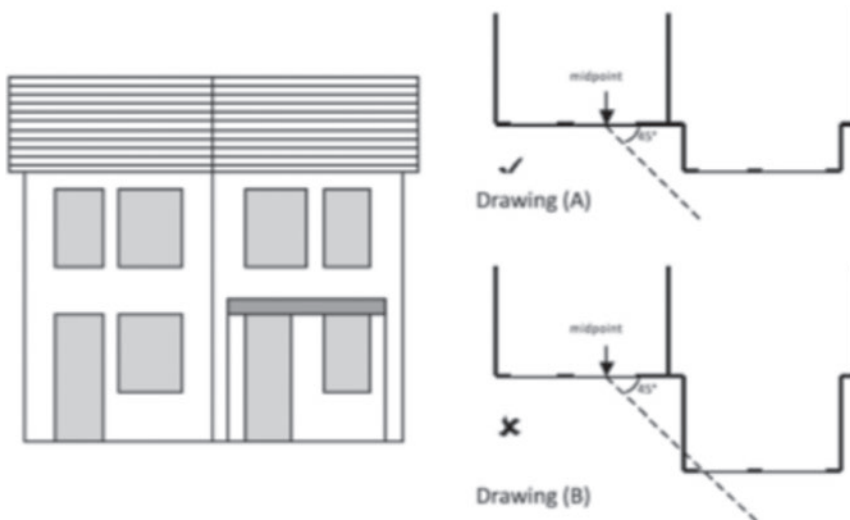
Reflected light and the amount of sky visible affect daylight within a room or garden. Applicants must consider the function of the room or that part of the garden, and also whether other windows serve the affected room. Existing features including boundary walls, trees, proposed buildings and any change in ground level between sites are all relevant factors which also need to be taken into account.

Applicants must also consider the impact on outlook - it is important not to create conditions which are overbearing (oppressive or claustrophobic) for existing or future occupiers.

While development proposals will be considered in the light of these factors, as a guideline to assess their impact on daylight, sunlight and outlook, the City Council will use the guidelines illustrated below. In normal circumstances, no development should intrude over a line drawn at an angle of 45° in the horizontal plane from the midpoint of the nearest window* of a habitable room and rising at an angle of 25° in the vertical plane from the sill. If a main window to a habitable room** in the side elevation of a dwelling is affected, development will not normally be allowed to intrude over a line drawn at an angle of 45° in the vertical plane from the sill.

Example 1

A single storey extension as shown below is generally acceptable if the projection is limited as shown in Plan (A). It may not be acceptable if the projection intrudes beyond the 45° line as shown in Plan (B).

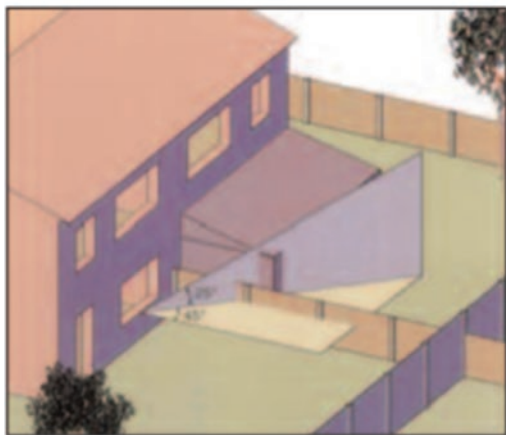


* For the purpose of these guidelines, patio doors and glazed French doors will also be treated as windows. Cill level will be judged in accordance with other principle windows in the same part of the dwelling, or in neighbouring dwellings

** For the purpose of these guidelines, habitable rooms include kitchens as well as living rooms, dining rooms, studies, bedrooms and/or playrooms

Example 2

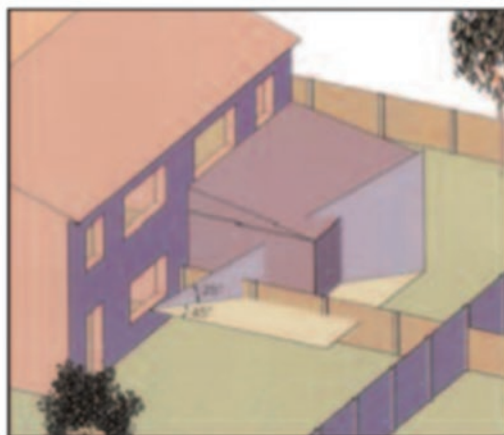
If the 45° rule is broken, generally the proposal will still be acceptable if the line drawn outwards at 45° is tilted upwards at 25° from the cill level, and is unbroken by the highest part of the extension. This is shown as Drawing (C). The example shown as Drawing (D) is unlikely to be acceptable.



Drawing (C)

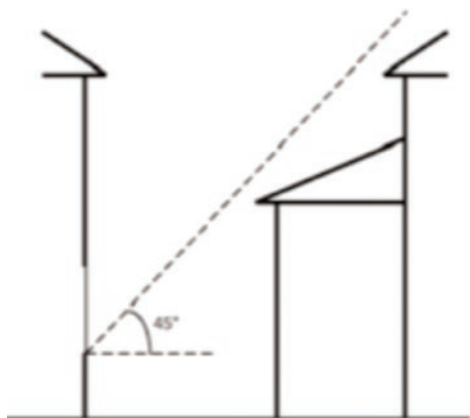


Drawing (D)

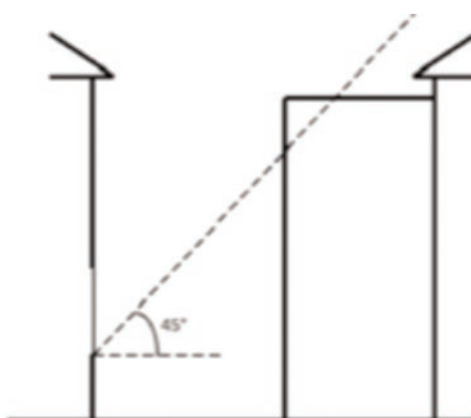


Example 3

If a main window to a habitable room in the side elevation of a dwelling is affected, development will not normally be allowed to intrude over a line drawn at an angle of 45° in the vertical plane from the cill.



Drawing (E) Cross-section showing side elevations



Drawing (F) Cross-section showing side elevations



Appendix 4:

Chapter 4 - Making wise use of our resources and securing a good quality local environment

4.1 Health Impact Assessment

What is a Health Impact Assessment?

A Health Impact Assessment (HIA) helps to ensure that health and wellbeing are being properly considered in planning policies and proposals*. It is important that development promotes and contributes to a healthy living environment, and HIAs ensure that proposals consider health outcomes prior to the submission of a planning application.

Why undertake a Health Impact Assessment?

The National Planning Policy Framework (NPPF) recognises that the planning system 'should aim to achieve healthy, inclusive and safe places**.

HIAs help to promote the creation of sustainable and healthy environments by:

- Ensuring that proper consideration has been given to potential health impacts when preparing, evaluating and determining development proposals.
- Ensuring developments contribute to the creation of a healthy society.
- Ensuring the needs of local people have been assessed and addressed.
- Maximising potential beneficial health and wellbeing impacts of a particular development, and taking action to minimise potential negative health impacts.

When is a Health Impact Assessment Required?

A HIA is required for development proposals of 10 or more dwellings or 1000m², and should be submitted as part of the pre-application stage or the later planning application submission.

How to undertake a Health Impact Assessment:

Firstly, in order to undertake a HIA it will need to be established whether a rapid or full HIA is required. The following diagram explains that a 'Full' HIA is likely only required from nationally significant applications. Therefore, applicants will likely only be required to undertake a 'Rapid' HIA, explained further below. We welcome desktop HIAs from other developments outside of our HIA criteria, however these are not compulsory.

*www.healthyurbandevelopment.nhs.uk/our-services/delivering-healthy-urban-development/health-impact-assessment/

**NPPF (2018), p.27

APPLICATION	HIA TYPE [^]	LEAD IMPLEMENTER*
Major Infrastructure Project Nationally-significant infrastructure projects with Local Impact Reports	Full HIA	Local Authority
Strategic planning application Development proposals referred to the Mayor or consulted by authorities	Rapid HIA	Applicant
Major EIA or non-EIA planning application 'Major' developments likely to have significant effects on the environment or health and wellbeing.	Rapid HIA	Applicant
Other application with health impacts Developments likely to have an effect on health and wellbeing	Desktop HIA	Applicant
New Local Plan or other planning documents+ Preparing the new Local Plan including suite of other planning documents	Rapid HIA	Local Authority
Review of Local Plan or other Development Plan Documents (DPD) Reviewing existing Local Plan including suite of statutory planning documents	Desktop HIA	Local Authority
New/ Review of Neighbourhood Plan Preparing a new or reviewing existing Neighbourhood Plan	Desktop HIA	Local Authority
New or review of a SPD/ SPG Preparing or reviewing a current SPD/SPG. Prioritise those SPD/ SPG prepared for development sites.	Rapid HIA	Local Authority
[Borough-specific application]	[HIA type]	[Who]

Source: Town and Country Planning Association (2015) *Public Health in Planning Good Practice Guide*.



Rapid HIA Template:

A Rapid HIA is less resource intensive and can be conducted to quickly identify both potential positive and negative impacts of a development. Further information on conducting a Rapid HIA can be found at:

<http://www.healthyrurbandevelopment.nhs.uk/wp-content/uploads/2017/05/HUDU-Rapid-HIA-Tool-3rd-edition-April-2017.pdf>

and a fillable template can be found at:

<http://www.healthyrurbandevelopment.nhs.uk/wp-content/uploads/2017/05/HUDU-Rapid-HIA-Tool-3rd-edition-April-2017-self-completion-form.pdf>

An example of a Rapid HIA can be found below:

3 Access to open space and nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide a range of play spaces for children and young people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide links between open and natural spaces and the public realm?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Are the open and natural spaces welcoming and safe and accessible for all?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal set out how new open space will be managed and maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Appendix 5:

Chapter 5 - Protecting and enhancing Oxford's green and blue infrastructure network

5.1 SAC and SSSI Sites

SAC Sites

- Oxford Meadows SAC

SSSI Sites

- Brasenose Wood & Shotover Hill SSSI
- Hook Meadow & The Trap Grounds SSSI
- Iffley Meadows SSSI
- Littlemore Railway Cutting SSSI
- Lye Valley SSSI
- Magdalen Grove SSSI
- Magdalen Quarry SSSI
- New Marston Meadows SSSI
- Pixey & Yarnton Meads SSSI
- Port Meadow with Wolvercote Common & Green SSSI
- Rock Edge SSSI
- Wolvercote Meadows SSSI



Appendix 6:

Chapter 6 - Enhancing Oxford's heritage and creating high quality new development

6.1 Design checklist

The questions below should be used as a checklist to inform design proposals and be used as a guide to designing new development in a logical way that follows morphological layers and is inspired and informed by the unique opportunities and constraints of the site and its setting. Proposals will be assessed against how they respond to the site character and context and follow the morphological layers design process.

Responding to site character and context

- What are the features, opportunities and constraints of the site and its setting? This could include existing landscaping, trees and hedgerows, water, notable and attractive views in, out and across the site, access points, landscape character, levels, archaeology, buildings or structures of historical or local interest as well as potential barriers like utilities, noise, pollution, major roads and railway lines etc. Have you produced a constraints and opportunities plan to show how these features have been identified and helped inform the design proposal? What elements in the surrounding area have been identified as making a positive or negative contribution to local character? A contextual analysis should be produced which examines the character of the surrounding area and is used to inform the design of new development. What are potential threats to positive character or opportunities to enhance character?
- Are there any heritage assets that may be affected by the development (this may include the setting of a heritage building or buildings, including in wide ranging views to the historic skyline)? How should development respond to these?
- What is the design rationale for the site and proposal?

Natural Features and Resources

- How could the physical and natural features of the site such as solar orientation, wind shelter, levels been used positively and imaginatively to maximise their benefits as natural resources?
- How could the existing landscape character or features be incorporated early into the landscaping of the proposal? How could you ensure a joined up network of open spaces to create continuous wildlife corridors?
- How could existing habitats be supported and biodiversity enhanced?
- How have sustainable drainage systems been incorporated into the open space network?

Movement

- What existing access points could you use and how could you enhance the permeability of the site and access to surrounding areas? Have you maximised opportunities for creating access links for pedestrians and cyclists?
- Do the roads, streets and paths link up together to avoid dead ends?
- What is the street hierarchy across the site and is this clear? How has this been defined?
- Has the location of open space and buildings been determined before the introduction of streets?
- Have you prioritised the needs of pedestrians, people with disabilities, cyclists and public transport users over the needs of motorists?
- Have you taken account of different users' experiences and needs as they travel through the site?

Designing development blocks, density and uses

- What is the best block arrangement for the site context? Have perimeter blocks been used?
- How has the arrangement of blocks been informed by the features identified during the constraints and opportunities plan? How does the density relate to the surrounding context and make the best use of the site?
- How have focal points been incorporated into the layout to create interesting street scenes and help people navigate around the site? These could be focal buildings (new or existing), existing landscaping, an important view for example.
- How have buildings been placed to make the most of the benefits of daylight and sunlight?
- What is the rationale for the proposed uses and mix of units?
- How do the buildings and edges of the site relate to the surrounding area in a positive way?

Design of external areas

- Are all spaces clearly defined and have a purpose? This should include well defined private and public spaces, including a choice of open space.
- Are all external public spaces such as streets and parks overlooked by windows serving habitable rooms in buildings and adjacent activity?
- Has left over space and awkward corners been avoided?
- Does the landscaping provide opportunities for sensory richness?
- What type of street furniture, floorscape materials, lighting and public art is proposed (where appropriate)?
- How is car parking integrated into the development so that it doesn't have a negative impact on the experience of using outside spaces? How has landscaping been used to help integrate parking into the street scene?
- How will lighting impact on the surrounding area?
- Have Secure by Design principles been incorporated?

Plots and buildings

- How do new buildings respect the surrounding character or have a distinctive but complementary character informed by the unique characteristics of the site?
- Have the needs of all users been considered from the outset and how has this influenced the final design?
- How does the design of the new buildings make the most of the opportunities and constraints of the site and its setting?
- How does the scale of the new development relate to its surroundings? If an increase in scale is proposed, what is the design rationale for this?
- Have green and brown roofs been incorporated into the development?

Ensuring quality

- Has a contextual analysis been used to inform design, detailing and materials choices?
- How do materials chosen reinforce the overall design concept and respect the local context?
- If a contrast is chosen, what impact will this have on existing character?
- How have materials been chosen to maximise energy efficiency?
- Have natural materials been chosen to be long-lasting without degradation of their aesthetic appeal or functionality?
- Will materials chosen wear and weather well, and be long-lasting?
- How will materials used for detailed elements such as rainwater goods enhance the overall design?
- Are hard landscaping materials consistent with the overall design of the development and do they facilitate sustainable drainage?
- How easy will it be to maintain, repair or source matching materials? Have the materials been proven to be robust and weather well?
- Has a palette of high quality materials been used to create a calm background for buildings and that is easy to maintain?
- Have you explored sharing conduits or trenches for utilities and servicing so that the amount of street or pavement that needs to be excavated for future maintenance of the utilities is limited?
- Are all publicly visible boundaries robust and use durable, attractive materials?
- What is the proposed approach for future maintenance of buildings, landscaping, streets and open spaces, public art, sustainable drainage systems etc?

Design and alteration of buildings

- Do alterations to existing buildings respect the form, scale, character and appearance of the existing building?
- What style of development has been chosen and how will that impact on surrounding character?
- How does the building relate to the existing streetscene, appearance and established building lines?
- What are the characteristic aspects of roofscape in the area and how do proposals contribute positively to the roofscape (i.e. to enhance any significant long views the development might be part of and also the experience of the place at street level)
- How will visual interest be created by attractive detailing, high quality materials, depth and shadow lines and fenestration?
- Have building details such as windows and entrances are designed with consideration of any positive characteristics in the area and the impact on internal spaces in terms of daylight, privacy, temperature and views?



6.2 Oxford's Conservation Areas

Oxford has 18 Conservation Areas at present. They include a diverse range of qualities from the compact college environment found in the city centre, the open green space found in the Headington Hill Conservation Area, to the vast meadows in Wolvercote and Godstow. See all conservation areas on a map.

Architectural styles and landscape qualities are diverse but they all have the common element of containing features that contribute to our historic past. It is the protection of these elements that need to be properly managed, ensuring future generations will value and enjoy their special qualities.

Oxford's Conservation Areas:

- Bartlemas
- Beauchamp Lane
- Binsey
- Central (University and City)
- Headington Hill
- Headington Quarry
- Iffley
- Jericho
- Littlemore
- North Oxford Victorian Suburb
- Old Headington
- Old Marston
- Osney Town
- Oxford Stadium, Sandy Lane
- St Clement's and Iffley Road
- Temple Cowley
- Walton Manor
- Wolvercote with Godstow

Appendix 7:

Chapter 7 - Ensuring efficient movement into and around the city

7.1 Transport Assessments

Where Transport Assessment (TA) is required for a development proposal, it should be submitted with the planning application. The City Council may agree to the scope of TA being reduced if the development proposal is in a suitable location and in line with planning policy. TA should address the desirable modal split and provide for a package of measures designed to reduce the role of car travel to the site. If the potential modal split is difficult to predict, TA will need to consider whether and how far it may vary. TA should be easy to understand by non-technical people.

Thresholds

TA will generally be required if the development:

- is likely to generate car traffic, particularly at peak time, in an already congested area;
- is likely to introduce new access or traffic (any mode) onto a trunk road or other dual carriageway;
- is likely to generate significant amounts of traffic in or near the City centre Air Quality Management Area (AQMA), i.e. proposals in the Transport Central Area (TCA);
- is for new or expanded school facilities; and
- would be refused on local traffic grounds but where proposed measures set out to overcome any adverse impacts.

Proposals over 500m² or which may generate 100 vehicle movements or 5 freight movements per day will require at least a basic TA.

For residential development in Oxford, this equates to developments of 20 dwellings or more.

Applicants may find it useful to complete the "Site Audit" document produced by Oxfordshire County Council (2002).

Proposals over the following thresholds will require detailed TA:

Food Retail	1,000m ²
Non-food retail	1,000m ²
Leisure	1,000m ²
Cinemas and conference facilities	1,000m ²
Stadia	1,500 seats
B1 including offices	2,500m ²
B2 industry	5,000m ²
B8 distribution and warehousing	10,000m ²
Hospitals	2,500m ²
Higher and further education	2,500m ²
Residential	40 dwellings
Freight movements	10 per day

For mixed-use schemes, detailed TA will be required where the combined effect of the uses proposed exceeds 10 freight or 200 vehicle movements a day, based on the general assumption that 100 vehicle movements are generated by 500m² commercial floorspace or 20 dwellings.



Contents

All TA must include a non-technical summary and must address:

- a) location and layout including access points;
- b) size, in terms of site area and floorspace per activity; and/or number of dwellings and number of bedrooms per dwelling; and use of the site e.g. staff, students, patients, visitors;
- c) proposed uses and activities; and
- d) issues such as timing and type of access requirements

Where full TA are required, these must additionally address the following:

- e) Potential travel characteristics: accessibility by all modes and predicted modal split. TA should consider ease of access and catchment areas by travel-to-site times for each mode.
- f) Measures: influencing travel patterns and minimising the need for parking using measures to improve access by walking, cycling or public transport in order to minimise non-essential car travel. TA should consider appropriateness of location, scale, density and uses of the site and development.
- g) Impact appraisal and mitigation: maximising accessibility by sustainable transport modes such as through minimising prominence of car parking, management of access and parking, and organisational policies. TA should determine whether the development is acceptable or not in terms of the transport impacts, and propose measures to mitigate the impacts in terms of accessibility, integrating modes of travel, reducing environmental impact and promoting safety.

Checklists for preparing a TA

The following tables have been adapted from Oxfordshire County Council's Transport Assessment Guidelines. Note that this information is for guidance only, and developers should agree the scope of a TA, including expected content, with the planning department of the City Council in consultation with the Local Highway Authority.

Basic TA Template

Note that the level of detail may vary depending on the size and location of development, and the local context.

1	TRAVEL CHARACTERISTICS	FIGURES INCLUDED?	COMMENT AND DETAILS			
	Size of development: site area, floorspace per activity and/or no. of dwellings (inc. bedrooms per dwelling)			Promoting public transport: such as information, bus stops, improved services and bus priority		
	Use of site: staff, students, patients, visitors			Minimising parking: Overall number of parking spaces proposed and what this represents in relation to relevant maximum standards.		
	Journeys per day: expected number of journeys to and from the site as one total (figures should show particular peak hour flow)			3 TRANSPORT IMPACTS	ARE IMPACTS + / - ?	COMMENT
	Mode split: expected modal split for all journeys (excluding freight) to and from the site (figures should show car journeys with driver only or passenger and driver journeys)			Accessibility and integration: whether changes will occur in access to/adjoining transport infrastructure, the local area and community		
	Freight: expected number of freight/deliveries per day (Figures should be split by size/type of vehicle and peak time where possible)			Safety: Whether changes will occur in the risk of accidents and perceptions of personal security		
	Compare all the above with existing journeys per day, mode splits and freight impacts.			Environment: Impact on noise, air quality landscape, townscape, effect on heritage (on request of City Council)		
				Traffic and highway impact: impacts such as junction capacity problems and on/off street parking		
2	MEASURES TO INFLUENCE TRAVEL	DOES SCHEME INCLUDE MEASURES ?	DETAILS OF HOW THESE ARE DEALT WITH	4 OVERALL ASSESSMENT	Yes / No	If no what other measure are needed?
	Access, scale and design: the efforts made to promote choice of access, including for people with reduced mobility			Does scheme provide realistic choice of access?		
	Promoting walking and cycling: such as pedestrian routes and crossings, cycle routes, junction designs and cycle parking + facilities			Is parking being minimised below maximum standard?		
				Are legal agreements needed – e.g. S106 or S278?		Describe requirements:

Source: Guidelines for Assessment of Transport Implications for New Developments. Oxfordshire County Council Advice Note.



7.2 Travel Plans

If a Travel Plan (TP) is required for a development proposal, it should be submitted with the planning application.

Thresholds

Tps must be submitted alongside planning applications if the development:

- is likely to generate significant amounts of travel in or near the City centre Air Quality Management Area (AQM A), i.e. proposals within the Transport Central Area (TCA);
- is for new or expanded school facilities; and
- would be refused on local traffic grounds but where the TP sets out to overcome any adverse impacts.

Proposals over the following thresholds will require a TP:

Food Retail	1,000m ²
Non-food retail	1,000m ²
Leisure	1,000m ²
Cinemas and conference facilities	1,000m ²
Stadia	1,500 seats
B1 including offices	2,500m ²
B2 industry	5,000m ²
B8 distribution and warehousing	10,000m ²
Hospitals	2,500m ²
Higher and further education	2,500m ²

Tps must recognise the potential for modal shift and therefore the early stages of the TP are likely to focus on those car drivers "most able" or "most likely" to change their mode of travel. This does not mean that other categories should be neglected. Greater effort in terms of more measures will be needed in the longer term to address the needs of those less likely to switch from driving.

- For example, people living within 2km of a site may be able to walk, cycle or catch the bus. Car drivers living between 2km and 8km from a site may reasonably be able to change to cycling or the bus, and those living between 8km and 16km may be able to use public transport. Car sharing is likely to be a realistic option for longer journeys or journeys where alternative modes are not possible.

The reasons for car use, the distances travelled, and from where journeys start and finish must be assessed. There are many ways that information could be assessed and represented in the TP.

- For example, on a proposal to expand an existing site, surveys of current staff would be useful. For a relocated organisation, current staff surveys could indicate travel habits at the new site. An isochrome map can be useful in indicating distances from a site, accessibility by various modes, or potential catchment areas.

Modal split targets are normally displayed as percentages. However, this does not address the issue of rising staff numbers for example, and over time may in fact hide an increase in the number of cars being brought to a site. Targets should be stated as actual numbers as well as percentages.

Contents

There is no right or wrong way to present a useful and effective TP. However, the following guidelines should be considered:

Background:

Information about the organisation must be stated clearly, including:

- Staff details such as numbers (for example, full-time/part-time, staff on payroll/fulltime equivalents*), times of travel (for example, Monday to Friday at 9am and 5pm or shift pattern), where they travel from, and how they currently travel;

* Some staff may be part-time or job-share, so the number of posts in an organisation and the number of staff it employs may differ. Full-time equivalents (FTEs) are the number of equivalent full-time posts in an organisation.

- b) Site assessment including current links (pedestrian/cycle/vehicular) into and within the site, cycle facilities, accessibility by public transport, accessibility of nearby shops and services, and car parking
- c) Assessment of non-staff travel (for example, visitors, deliveries, fleet vehicles);
- d) Attitudes of staff towards travel to and from the site and towards their travel needs.

Objectives:

The statement of objectives should identify the motivation behind the TP and clearly state its purposes. (For example, reasons for a TP include reductions in car usage (especially single occupancy journeys at peak times), and increased use of walking, cycling and public transport). It may be relevant to address:

- a) Reducing traffic speeds, improved road safety and personal security (especially for people on foot or cycle); and
 - b) More environmentally friendly delivery and freight movements, including home delivery services.
- TP good practice example of an objective: "To maximise opportunities for staff and students to travel to the University and to undertake University business using transport modes other than the private car" - Oxford Brookes University (1999)

Measures:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

- TP good practice examples of measures: "include green travel teaching in curriculum" - Headington Junior School (2002) "covered cycle parking and shower and changing facilities within each building" - Oxford Science Park (2001)

Targets:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

- TP good practice examples of targets: Medium term: introduce home working: 2-3 years (information is provided about who is responsible, cost bracket, funding source and monitoring criteria)

Monitoring and Review:

The effects of TPs must be monitored and they must state clearly how monitoring will take place (for example by stating what will be monitored by whom and when). Baseline data must therefore be provided (for example, as part of the background information). The outcome of monitoring may suggest that a review of the measures and/or targets is necessary. (For example, it is not necessarily a bad thing to discover through monitoring that a measure is no longer feasible, but new measures will then need to be set in order to meet the objectives of the TP.)

Enforcement:

The TP must set out arrangements for appropriate enforcement action in case agreed targets are not met.

7.3 Vehicular parking standards

Residential Parking Decision Flow Diagram:



Vehicular parking standards:

Policy M3 sets out Oxford City Council's policy on providing parking for new residential developments which would be car free. The standards below should be read alongside Policy M3 and its supporting text.

Dwellings of any size*	1 space per dwellings (to be provided within the development site, where feasible) and car club parking up to 0.2 per dwellings
Houses in Multiple Occupation (HMOs)	Parking standards to be decided case by case on their merit.
Wheelchair accessible or adaptable houses and flats	1 space per dwelling, to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Retirement homes	1 space per 2 residents' rooms
Sheltered/extra care homes	1 space per 2 homes plus 1 space per 2 staff
Nursing homes	1 space per 3 residents' rooms plus 1 space per 2 staff
Student Accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case by case basis in accordance with Policy H8.

*Any parking provided on plot to be excluded from a permit for any future CPZ and only 1 permit to be provided per dwelling on street where not provided on plot.

Disabled Parking:

Provision for disabled parking will be considered on a case by case basis and be determined through pre-application meetings/planning applications in the light of their Transport Assessment and Travel Plan. Where disabled parking is provided it should have level access to, and be within 50 metres of the building entrance which it is intended to serve.

Powered Two Wheelers:

Residential	1 space per 5 dwellings
Non-residential developments	1 space per 400m ² up to 2000m ² , 1 space per 1000m ² thereafter.

7.4 Minimum Bicycle Parking standards

Houses and flats up to 2 bedrooms	At least 2 spaces per dwelling
Houses and flats of 3 or more bedrooms	At least 3 spaces per dwelling
Student Accommodation	At least 4 spaces for every 4 study bedrooms unless site specific evidence indicates otherwise in accordance with Policy M5.
HMOs	At least 1 space per occupant
Hotel/Guest Houses	At least 1 spaces per 5 non-resident staff (or other people). Plus 1 space per resident staff
Shops (A1) other than non-food retail warehouses, financial and professional	1 space per 113m ²
Businesses (B1)	1 space per 90m ² or 1 space per 5 staff or other people
Food and drink (A3-5)	1 space per 40m ² public floor space
Non-food retail warehouses including garden centres (A1)	1 space per 400m ²
General industry (B2)/warehousing/distribution (B8)/traders' merchants (A1)	As B1 up to 235m ² . 1 space per 5 staff (or other people)
Places of assembly including cinemas, theatres, stadiums and concert halls	4 spaces per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter.
Places of worship/community centres/public halls	2 spaces per 2m ² of seating/assembly floor space
Libraries	1 space per 200m ²

Medical clinics/dentists	1 space per treatment room plus 1 space per 5 staff or other people
Hospitals	1 space per 5 staff or other people
Public sports facilities	1 space per 5 staff (or other people) plus additional provision to be determined on its merits with the following guideline; 1 space per 105m ² . In the TDAs, additional provision should be increased to 1:55m ² and in the TCA to 1:35m ² .
Primary/junior schools	1 space per 5 pupils. Plus 1 space per 3 staff (or other people).
Secondary/senior schools	1 space per 2 pupils. Plus 1 space per 3 staff (or other people).
Non-residential higher/further education	1 space per 2 students (based on anticipated peak number of students on-site at any one time). Plus 1 space per 5 staff.
Other developments	To be treated on their individual merits, guided by the general principle of 1 space per 5 people.

Cycle parking provision should be made on the site. If there is a shortfall of on-site parking provision, a contribution may be sought towards off-site cycle parking or associated facilities, based on the standards set out in this appendix. These standards acknowledge rights of permitted development and changes of use, particularly from B2

and B8 uses to B1 business use. The standards will be applied to ensure that there would be adequate provision if permitted development were carried out, unless applicants are willing to accept a condition restricting their permitted developments rights in this respect.

The reference to staff should be taken to mean the peak number of staff expected to be onsite at any one time, whether part-time or full-time.

The standards are intended as minimum standards for new development and where appropriate, change of use. One space means that one bicycle can be secured. A bike stand for example Sheffield style stand, can provide two cycle-parking spaces.

Cycle parking should be future proofed to ensure that the infrastructure to support the charging of electric bikes is supported.

7.5 Shower and comfort facilities provision

The City Council will seek the provision of shower, changing and locker facilities in commercial developments on the following basis:

Office (B1)	1 shower per 500m ² up to 1,000m ² 1 shower per 4,000m ² thereafter
Warehousing (B8) and Retail warehouses (A1)	1 shower per 5,000m ² up to 10,000m ² 1 shower per 8,000m ² thereafter
Other	1 shower per 2,500m ² up to 10,000m ² 1 shower per 4,000m ² thereafter

The application of these standards will be subject to the merits of each proposal. Except where specified, all areas quoted refer to gross floor space measured externally i.e. where proposals are submitted to extend, consolidate or reconfigure an existing site, these standards may be applied to the site as a whole rather than just the additional floor space, in order to ensure adequate provision on the site.

Appendix 8:

Chapter 8 - Providing communities with facilities and services and ensuring Oxford is a vibrant and enjoyable city to live in and visit

8.1 *Marketing expectations*

- A property should be marketed for its existing use as a public house or live performance venue for a minimum period of at least 12 months.
- The applicant should then submit a supporting statement to accompany a planning application for a change of use from a public house/live performance venue.
- It should contain evidence to confirm the length of time the site has been marketed for; details of the agent used; information to show where this marketing has taken place for example in the local press, through signs on site, on the internet and/or in journals or publications used by the trade.
- The statement needs to confirm the price the property was advertised for to show that it has been pitched at a 'reasonable' rate to generate interest from potential operators.
- Finally there needs to be a summary of the interest received and the reasons why offers have not been accepted.



Monitoring Framework

Local authorities have a statutory duty to monitor the effectiveness of their planning policies. This is established in Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which requires LPAs to collect the relevant data and make it publicly available as part of an Authority's Monitoring Report (AMR). The Regulations prescribes what must be monitored, as follows:

Regulation 34 (1)	Progress with the Local Development Scheme (LDS). Specifically, <ul style="list-style-type: none"> the title of local plans or Supplementary Planning Documents (SPD) in the LDS, for each: the timetable for preparation should be specified, the stage the document has reached in its preparation, and whether the documents are behind schedule, identifying why it is the case if relevant identifying LPs or SPDs adopted, specifying the date of adoption/approval.
Regulation 34 (2)	State when a policy is not being implemented, setting out the reasons why this is the case & identifying steps (if any) to implement.
Regulation 34 (3)	Housing delivery Include data on the number of net additional dwellings and net additional affordable dwellings. <ol style="list-style-type: none"> in the period in respect of which the report is made, and since the policy was first published, adopted or approved.
Regulation 34 (4)	Neighbourhood planning Details to be provided where an authority has made a neighbourhood development order or neighbourhood development plan.
Regulation 34 (5)	Community Infrastructure Levy (CIL) Include information specified in regulation 62 (4) of the CIL Regulations 2010. The report should include details of CIL receipts and CIL expenditure for the reported year and provide summary details of CIL expenditure
Regulation 34 (6)	Duty to Co-operate Details to be provided of what action was taken during the period of the report in relation to the Duty to Cooperate, such as joint working, meetings, consultations.
Regulation 34 (7)	Make up-to-date data available as soon as possible in accordance with Regulation 35 – which requires a local authority to make documents readily available for inspection and comment at appropriate locations and online, for a minimum period of 6 weeks with respect to the local plan.





To meet these statutory requirements a monitoring framework, as set out below, has been produced to outline how the effectiveness the local plan policies will be monitored. It is comprised of indicators and targets specific to individual policies. The indicators and targets that form the monitoring framework have been developed to be flexible enough to allow for adaptation as wider conditions change or as improved methods to monitor policies become available. As such they will be subject to regular review.

The monitoring framework does not specifically include development management statistics on performance, other than those that directly relate to an identified indicator within the framework. Prior approvals are also monitored separately.

It is expected that the monitoring data will be available for collection on at least an annual basis, unless indicated otherwise. For policies where clear outputs are required, such as those relating to housing delivery, specific targets have been included in the Monitoring Framework. This approach will help identify whether an annual target has been met and whether shortfalls exist. Performances against such targets can help to determine how well the Plan is working or what parts will require review or deletion.

For policies where it is not appropriate to attach a clear target, the framework will make use of indicators that lend themselves to identifying broad trends that can determine a direction of travel. This can include either an increase or a decrease in a recorded indicator.

For policies that provide helpful background information and where a specific target is not appropriate, the collected data will be labelled as a contextual indicator.

Monitoring Site Policies

Landowners and developers were involved in the development of the site allocation policies at a number of stages including the call for sites and commenting on the draft policies at the various consultation stages. This has given the authority a good understanding of which sites may be available, their potential uses and deliverability. This close liaison with landowners and developers will need to continue into the pre-application and planning application stages of the process to ensure the acceptability of any proposed development.

The successful implementation of the allocations made in this document is dependent on the timely delivery of the infrastructure required to support it. As such the involvement of the various service and utility providers has been vital to ensure that they are aware of the level of growth projected to enable the identification and addressing of any particular capacity issues, ensuring that allocated sites are deliverable.

Monitoring Framework: Policies

LP chapter	LP Policy	Title	Implementation/Assessment method
Economic Strengths	E1	Employment Sites	<ul style="list-style-type: none"> • Site plans • Economic Statement • Transport Assessment/Transport Plan
	E2	Teaching and Research	<ul style="list-style-type: none"> • Design & Access Statement • Evidence of compliance with Policy H8
Housing	H1	The scale of new housing provision	
	H2	Delivering affordable homes	<ul style="list-style-type: none"> • Site Plans showing allocated affordable housing units • Affordable housing statement - demonstration cascade policy is complied with • Viability appraisal if required
	H3	Employer-linked affordable housing	<ul style="list-style-type: none"> • Site plans • Evidence of compliance according to legal agreements
	H4	Mix of dwelling sizes	<ul style="list-style-type: none"> • Site and Floor Plans • Design & Access statement
	H5	Development involving loss of dwellings	<ul style="list-style-type: none"> • Plans • Evidence of necessity or demand for new use and no unacceptable impacts to neighbouring amenity
	H6	Houses in Multiple Occupation (HMOs)	<ul style="list-style-type: none"> • Design and Access statement showing compliance with guidance • Evidence of HMO proportion in adjoining area to application site
	H7	Community-led Housing and Self-build Housing	<ul style="list-style-type: none"> • Site plan showing allocated land, means of access • Evidence of marketing
	H8	Provision of new student accommodation	<ul style="list-style-type: none"> • Site location plan • Evidence of growth need • Plans showing room layouts and communal areas • Design & Access statements • Management Strategy

Indicators	Target	Information Source
a) Refusals or appeal decisions for developments resulting in loss of employment floorspace on Category 1 and 2 sites b) Net loss of employment floorspace on Category 3 sites c) Applications for changes of use from office to residential which are subject to notification to the council.	No net loss of employment floorspace comprising Category 1 and 2 sites	<ul style="list-style-type: none"> DM Monitoring
Net loss/increase in floorspace allocated for teaching/research/healthcare uses for Universities and hospitals	No set targets but net increase over plan period in University teaching/research floorspace and hospitals floorspace	<ul style="list-style-type: none"> DM Monitoring CIL/S106 Monitoring
Number of new homes delivered (completed) within the Plan period.	a) A minimum of 10884 new homes over the plan period. b) Dwellings delivered per annum over the plan period as follows: 2016/17 to 2020/21: 475 dpa 2021/22 to 2035/36: 567 dpa	<ul style="list-style-type: none"> DM Monitoring Housing Services Commercial data - e.g. Home Builders Federation
a) Percentage of onsite affordable homes provided in larger developments (10 or more homes) b) Level of financial contributions from non self-contained residential developments c) Level of financial contributions from student accommodation developments of 20+ rooms	a) On qualifying development sites (10+ homes or exceeding 0.25ha): 50% affordable provision, of which 40% is social rented b) No set target on financial contributions, the AMR will include report on contributions collected towards affordable housing provision.	<ul style="list-style-type: none"> DM Monitoring CIL Monitoring Housing Services
a) Number of affordable homes delivered on specified sites within the Plan period.	No set targets	<ul style="list-style-type: none"> DM Monitoring Applicant submitted information
Completions by dwelling size of qualifying schemes	On qualifying sites (25+ homes [C3 residential] or sites of 0.5+ ha, o/s of the city centre or district centres): 1 bedroom homes: 20-30% 2 bedroom homes: 30-40% 3 bedroom homes: 20-40% 4 bedroom homes: 5-10% 5+ bedroom homes: 3-5%	<ul style="list-style-type: none"> DM Monitoring
a) Number of permitted changes of use from residential to other uses b) Net loss/gain of dwellings over plan period?	No net loss of residential dwellings over plan period	<ul style="list-style-type: none"> DM Monitoring
a) Number of permitted changes of use that meet policy criteria b) Percentage of approved purpose built HMOs that meets policy criteria	a) 100% compliance with policy criteria by converted and purpose built HMO properties. b) Proportion of buildings used as HMOs in vicinity of subject site (100m either side) does not exceed 20%	<ul style="list-style-type: none"> DM Monitoring
a) Site area allocated for self- build/community led housing on suitable development sites b) Number of community led and self build housing completions in plan period - CIL exemptions. c) Percentage of unsold self build plots brought forward after 12 months of marketing d) Number of entries on Council self-build register	a) 3ha of land [equivalent to 5% of site area of qualifying sites (50+ units)] b) 0% take-up of allocated plots as self build developments. c) AMR will include report on the number of new entries in self-build register.	<ul style="list-style-type: none"> DM Monitoring Self build register CIL monitoring
Net reduction/increase in floorspace allocated to student accommodation, including footprint of amenity space (outdoor amenity, parking etc) within City and District centres	a) No net reduction in existing student accommodation floorspace without equivalent re-provision. b) No new student accommodation outside of policy designated locations	<ul style="list-style-type: none"> DM Monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	H9	Linking the delivery of new/redeveloped and refurbished university academic facilities to the delivery of university provided residential accommodation	<ul style="list-style-type: none"> Evidence of compliance with student number threshold
	H10	Accessible and Adaptable Homes	<ul style="list-style-type: none"> Plans Design & Access Statement including evidence of policy compliance
	H11	Older Persons and Specialist and Supported Living Accommodation	<ul style="list-style-type: none"> Site plans showing layouts and amenity spaces Design & Access Statement including evidence of policy compliance
	H12	Homes for Travelling Communities	<ul style="list-style-type: none"> Site plan showing access etc Evidence of sufficient servicing, access and no negative impacts to neighbours or land
	H13	Homes for Boat Dwellers	<ul style="list-style-type: none"> Design & Access Statement or plans showing adequate servicing Evidence from EA showing no negative impacts
	H14	Privacy, daylight and sunlight	<ul style="list-style-type: none"> Plans Daylight and Sunlight Assessments if required
	H15	Internal space standards	<ul style="list-style-type: none"> Plans Design & Access Statement showing compliance
	H16	Outdoor amenity space	<ul style="list-style-type: none"> Plans Design & Access Statement showing compliance
Resources and Environment	RE1	Sustainable Design and Construction	<ul style="list-style-type: none"> Energy Statement Water Use Strategy
	RE2	Efficient Use of Land	<ul style="list-style-type: none"> Site plan Design & Access Statement showing density of qualifying schemes

Indicators	Target	Information Source
a) Net reduction/increase for in admin floorspace over plan period. b) Rate of reduction in number of full time students living in non- university provided accommodation within Oxford.	a) Net increase in university academic/admin/research floorspace b) Threshold for Oxford University by 01/04/22: 1500 Threshold for Oxford Brookes University at 01/04/22: 4000	<ul style="list-style-type: none"> DM Monitoring University enrolment data
a) Percentage of affordable and market dwellings in approved developments constructed to M4 (2) standard. b) Percentage of dwellings in approved developments comprising of 4+ units constructed to M4(3) standards.	a) Compliance: Affordable dwellings - 100%; Market dwellings - 15% b) Compliance: 5% of all dwellings on sites of 20 or more dwellings that include on site affordable housing where City council is responsible for nominations	<ul style="list-style-type: none"> DM Monitoring BC completion notices Housing Team
Net reduction/increase in floorspace used for older persons, specialist and supported living accommodation	No net reduction in existing older persons, supported living accommodation without equivalent reprovion	<ul style="list-style-type: none"> DM Monitoring
a) Part of Duty to Cooperate (DTC) b) Number of gypsy and traveller pitches in Oxon	Refer to Oxon target if set	<ul style="list-style-type: none"> DM Monitoring
a) Approved applications that are subject to an unresolved objection by the body/agency responsible for managing the relevant waterway or on the grounds of adverse impacts to the environment or free movement. b) Number of applications for new residential moorings	No residential mooring applications approved with unresolved objections – see AMR indicator	<ul style="list-style-type: none"> DM Monitoring
a) Approved developments that satisfy policy criteria b) Refusals or appeal decisions on the grounds of adverse impacts on privacy, daylight and sunlight	Target inappropriate as implementation depends heavily on site context	<ul style="list-style-type: none"> n/a
a) Approved developments that satisfy policy criteria b) Refusals on the grounds of failing to meet internal space standards	No applications approved involving creation of dwellings below National Space Standards	<ul style="list-style-type: none"> n/a
a) Approved developments that satisfy policy criteria b) Refusals or appeal decisions on the grounds of insufficient outdoor amenity space	Target inappropriate as implementation depends heavily on site context	<ul style="list-style-type: none"> n/a
a) Carbon reduction strategy in qualifying new build developments b) Water efficiency methods in compliance with policy requirements	a) 40% reduction in carbon emissions compared to 2013 Building Regulations (or future equivalent legislation). Requirement will increase to zero emissions over plan period (50% reduction by 2026, 100% by 2030). b) 100% compliance for all new residential development with Part G2 of water consumption target (110 litres per person per day) of 2013 Building Regulations (or future equivalent legislation).	<ul style="list-style-type: none"> DM Monitoring Applicant submitted information
a) Contextual indicator b) Built area densities of approved schemes	a) No set targets b) No net increase in overall densities beyond what identified as suitable	<ul style="list-style-type: none"> DM Monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	RE3	Flood Risk Management	<ul style="list-style-type: none"> • Site specific FRA for relevant sites • Details of mitigation measures
	RE4	Sustainable Drainage, Surface and Groundwater Flow	<ul style="list-style-type: none"> • Details of SuDS • Surface/groundwater assessments as required
	RE5	Health, Wellbeing and Health Impact Assessments	<ul style="list-style-type: none"> • Health Impact Assessments for qualifying schemes
	RE6	Air Quality	<ul style="list-style-type: none"> • Design and Access Statement • Air Quality Report as required
	RE7	Managing the impact of development	<ul style="list-style-type: none"> • Site plan showing access etc • Design & Access Statement • Construction Management Plan • Transport Plan • Waste Management Plan if required
	RE8	Noise and Vibration	<ul style="list-style-type: none"> • Design and Access Statement • Noise Impact Assessment
	RE9	Land Quality	<ul style="list-style-type: none"> • Land contamination assessment as required
Green Setting	G1	Protection of Green and Blue Infrastructure Network	<ul style="list-style-type: none"> • Site plan • Design & Access Statement • Landscaping details • Biodiversity survey
	G2	Protection of Biodiversity and Geodiversity	<ul style="list-style-type: none"> • Site plans • Biodiversity/Geodiversity survey
	G3	Green Belt	<ul style="list-style-type: none"> • Open Space Assessment • Biodiversity/Geodiversity survey
	G4	Allotment and community food growing	<ul style="list-style-type: none"> • Site plans - indicating no loss of existing allotment sites • Open Space Assessment if required
	G5	Outdoor sports	<ul style="list-style-type: none"> • Open Space Assessment • Travel assessment/plan • Construction Management Plan

Indicators	Target	Information Source
a) Net increase/reduction of built footprint on high risk flood areas b) Net increase/reduction in flood storage c) Approved applications that are subject to an unresolved objection by the body/agency responsible for managing the relevant waterway or on the grounds of adverse impacts to the environment or free movement.	a) No net increase in built footprint of previously developed land on Flood Zone 3b area b) All approved schemes to be accompanied by site specific flood risk assessments c) No approvals subject to objections from Environmental Agency	<ul style="list-style-type: none"> DM Monitoring Environment Agency
Approvals subject to objections from FRM officers or relevant agencies	No approvals with unresolved objections from relevant officers/agencies	<ul style="list-style-type: none"> DM Monitoring
a) Contextual Indicator b) Health and Quality of Life indicators contained in JSNA c) Programmes, facilities, infrastructure etc delivered through development	No set targets but showing outcomes delivered through development	<ul style="list-style-type: none"> DM Monitoring CIL/S106 Monitoring
a) Contextual indicator b) Approvals subject to objections from Environmental Health c) Regional/Local data from Air Quality Index	a) No set targets but showing outcomes delivered through development b) No approvals with unresolved objections from relevant officers/agencies	<ul style="list-style-type: none"> DM Monitoring Environmental Health
a) Statutory requirements with respect to Environmental Protection legislation b) Refusals or appeal decisions on the grounds of unduly adverse impact of development on neighbouring/local amenity	Multiagency delivery and dependent on context, therefore set target inappropriate	<ul style="list-style-type: none"> Environmental Health
Statutory requirements with respect to Environmental Protection legislation	Multiagency delivery and dependent on context, therefore set target inappropriate	<ul style="list-style-type: none"> Environmental Health
Statutory requirements with respect to Environmental Protection legislation	Multiagency delivery and dependent on context, therefore set target inappropriate	<ul style="list-style-type: none"> Environmental Health
Proposals for Development that affects existing Green and Blue infrastructure	No net loss/degradation of existing Green and Blue infrastructure	<ul style="list-style-type: none"> DM Monitoring Natural England data
a) Number of approvals that impact special sites b) Net reduction of special sites footprint from baseline	No net reduction in areas of special sites	<ul style="list-style-type: none"> DM Monitoring Natural England data
Type and scale of development within Green Belt land	a) No inappropriate development in Green Belt land b) No reduction in site area beyond amended boundaries	<ul style="list-style-type: none"> DM Monitoring Natural England data
a) Net loss/gain in footprint of protected allotment sites b) New community food growing spaces delivered as part of development	a) No net reduction in footprint of protected allotment sites b) No set targets for new community food growing spaces	<ul style="list-style-type: none"> DM Monitoring
a) Net reduction/increase in site area of outdoor sports facilities b) Areas of new sports/recreation space delivered through development	a) No net reduction in outdoor sports/recreation facilities without re-provision of equivalent or suitable facilities. b) No set targets for new outdoor sports facilities	<ul style="list-style-type: none"> DM Monitoring CIL/S106 Monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	G6	Residential garden land	<ul style="list-style-type: none"> • Site plan • Landscaping Details • Tree survey if required
	G7	Protection of existing green infrastructure features	<ul style="list-style-type: none"> • Tree survey as required • Biodiversity survey • Landscape details • Evidence of need or demand for scheme
	G8	New and enhanced green infrastructure features	<ul style="list-style-type: none"> • Site plan • Open Space Assessment • Biodiversity survey • SuDS
Design and Heritage	DH1	High Quality Design and Placemaking	<ul style="list-style-type: none"> • Site Plans • Plans showing internal layouts and outdoor spaces • Landscaping details • Design & Access Statement showing compliance
	DH2	Views and building heights	<ul style="list-style-type: none"> • Plans • Verified views
	DH3	Designated Heritage Assets	<ul style="list-style-type: none"> • Plans • Design & Access Statement • Heritage Statement
	DH4	Archaeological Remains	<ul style="list-style-type: none"> • Design & Access Statement • Heritage Statement - including archaeological evaluation as required
	DH5	Local Heritage Assets	<ul style="list-style-type: none"> • Design & Access Statement • Heritage Statement
	DH6	Shopfronts and Signs	<ul style="list-style-type: none"> • Plans • Design & Access Statement showing compliance

Indicators	Target	Information Source
Approvals for development that are subject to objections from Council tree officers, and/or other relevant agencies (Natural England etc)	a) No applications approved with unresolved objections. b) No net loss of land of biodiversity importance.	<ul style="list-style-type: none"> • DM Monitoring
Approvals for development or tree works that are subject to objections from Council tree officers, and/or other relevant agencies	No applications approved with unresolved objections.	<ul style="list-style-type: none"> • DM Monitoring • Natural England
a) Provision of public open space in qualifying developments. b) Approvals for development that are subject to objections from Council tree officers, and/or other relevant agencies (Natural England etc) c) Areas of new/enhanced infrastructure delivered through development	a) For qualifying residential sites (1.5+ ha): 10% allocated as public open space; For mixed use sites: 10% of residential proportion of development. b) No applications approved with unresolved objections. c) No set target for new infrastructure	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring
a) Approved developments that satisfy policy criteria b) Number of appeals dismissed where design is the main issue c) Amount of new open space and landscaping as part of new development. d) Number of built environment-related awards for projects e) Number of applications granted contrary to officer advice where design was an important factor	Target inappropriate as implementation depends heavily on site context	<ul style="list-style-type: none"> • DM Monitoring
Approvals for development that are subject to objections from Council officers, and/or other relevant agencies (Historic England etc)	No applications approved with unresolved objections.	<ul style="list-style-type: none"> • DM Monitoring
a) Number of buildings on HE buildings at risk register b) Number of listed buildings lost/demolished	a) No increase in the number of listed buildings on Buildings at Risk register b) No permissions granted for development resulting in substantial harm or loss to nationally listed heritage assets.	<ul style="list-style-type: none"> • DM Monitoring • Historic England
a) Number of upheld appeals against refusals citing harm to archaeological impacts b) Approvals for development that are subject to objections from relevant officers/agencies	a) No upheld appeals b) No approvals with unresolved objections from relevant officers/agencies	<ul style="list-style-type: none"> • DM Monitoring • Historic England
a) Number of local heritage assets lost/demolished as a result of development b) Number of new additions to the Oxford Heritage Asset Register c) Approvals for development that are subject to objections from relevant officers/agencies d) % of applications for listed building consent submitted with a detailed heritage impact assessment	a) No approvals with unresolved objections from relevant officers/agencies b) No loss of local heritage assets as a result of development	<ul style="list-style-type: none"> • DM Monitoring
Approvals for development that are subject to objections from relevant officers/agencies	Target inappropriate as implementation depends heavily on site context	<ul style="list-style-type: none"> • DM Monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	DH7	External servicing features and stores	<ul style="list-style-type: none"> • Plans • Design & Access Statement showing compliance
Efficient Movement	M1	Prioritising walking, cycling and public transport	<ul style="list-style-type: none"> • Plans • Transport Assessment/Travel Plan
	M2	Assessing and Managing Development	<ul style="list-style-type: none"> • Transport Assessment/Travel Plan • Construction Management Plan
	M3	Car Parking	<ul style="list-style-type: none"> • Plans • Transport Assessment/Travel Plan
	M4	Provision of electric charging points (ECP)	<ul style="list-style-type: none"> • Plans • Transport Assessment/Travel Plan
	M5	Cycle Parking	<ul style="list-style-type: none"> • Plans • Transport Assessment/Travel Plan
Vibrant and Enjoyable	V1	Ensuring the vitality of centres	<ul style="list-style-type: none"> • Plans • Planning/D & A statement- including impact assessment with evidence of no adverse impact on viability of centres • Justification evidence if town centre use developed elsewhere
	V2	Shopping frontages in the city centre	<ul style="list-style-type: none"> • Plans • Evidence of compliance with thresholds • Justification evidence for proposals that result in breach of thresholds, including: <ul style="list-style-type: none"> - sufficient marketing evidence - evidence of changing retail needs - impact assessment with evidence of no adverse impact on function, attractiveness or character of city centre - promotion of increased footfall and active frontage

Indicators	Target	Information Source
a) Contextual indicator b) Approved developments that satisfy policy criteria	Target inappropriate as implementation depends heavily on site context	<ul style="list-style-type: none"> • DM Monitoring
a) Contextual indicator b) Transport infrastructure improvements delivered as part of development c) Walking, cycling and public transport usage levels at main cordons	No set targets but positive overall trends, e.g. reduction in vehicular traffic at cordons, increased modal shift to sustainable transport – see AMR indicator.	<ul style="list-style-type: none"> • CIL/S106 Monitoring • County Council - Highways
a) Contextual indicator b) Refusals on the grounds of insufficient assessment of impact of development c) Approvals subject to objections from relevant officers or agencies	a) Target inappropriate as implementation depends heavily on site context b) No set targets but showing outcomes delivered through development	<ul style="list-style-type: none"> • DM Monitoring • County Council - Highways • CIL Monitoring
a) Net loss/gain of car parking spaces b) Parking provision for qualifying resi, non-resi schemes c) Number of applications refused on car parking/servicing grounds	Net reduction in allocated car parking spaces serving non-residential dwellings	<ul style="list-style-type: none"> • DM Monitoring • County Council - Highways
Number of ECPs delivered through development	Minimum 10% provision for ECP in approved non-allocated parking	<ul style="list-style-type: none"> • DM Monitoring • County Council - Highways
a) Contextual indicators b) Cycle parking standards c) Net loss/gain of cycle parking spaces d) Number of applications refused on car parking/servicing grounds	No set targets but showing outcomes delivered through development	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring
a) Contextual indicator b) Development of appropriate main town centre uses within city centre and district/local centres. c) Approvals for development of town centre uses outside of a centre d) Public realm works/enhancements as a result of development	a) No set targets but showing outcomes delivered through development b) No town centre uses approved in inappropriate locations	<ul style="list-style-type: none"> • DM monitoring • S106 monitoring
a) Proportion of retail and other class A floorspace within shopping frontages b) Proportion of town centre uses within shopping frontages	a) Class A2 - A5 proposals: Proportion of Class A1 uses does not fall below 60% within primary shopping frontage or 40% within the rest of shopping frontage b) Other town centre proposals: Class A1 uses does not fall below 60% within primary shopping frontage or 40% of total number of units of the shopping frontage, and where proportion of ground floor units does not fall below 85% in primary shopping frontage or rest of shopping frontage c) Proposals within Westgate shopping centre: -Class A1 (retail) uses: no less than 60% -Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses: no less than 20% -Class D2 (assembly and leisure) uses: the existing library floorspace should be maintained	<ul style="list-style-type: none"> • DM monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	V3	The Covered Market	<ul style="list-style-type: none"> • Evidence of compliance with use thresholds
	V4	District and Local Centre Shopping Frontages	<ul style="list-style-type: none"> • Plans • Evidence of compliance with thresholds • Justification evidence for proposals that result in breach of thresholds, including: <ul style="list-style-type: none"> - sufficient marketing evidence - evidence of changing retail needs - impact assessment with evidence of no adverse impact on function, attractiveness or character of city centre - promotion of increased footfall and active frontage

Indicators	Target	Information Source
<p>a) Proportion of retail and other town centre uses within CM site</p> <p>b) Approvals subject to objections from relevant officers/ agencies</p>	<p>a) No net loss of units within Covered Market sets below baselines as follows: Class A2-A5 - 80%</p> <p>b) Proportion of A1 does not fall below 40% of the total number of units within the defined Shopping Frontage and the proportion of Class A uses does not fall below 85% of the total number of units within the defined Shopping Frontage.</p>	<ul style="list-style-type: none"> • DM monitoring
<p>a) Development of town centre uses within District and Local Shopping Frontages</p> <p>b) Proportion of retail and other class A floorspace within shopping frontages</p> <p>c) Proportion of town centre uses within shopping frontages</p>	<p>a) Cowley Centre District Centre:</p> <ul style="list-style-type: none"> - Class A2 - A5 (financial and professional services, restaurant, pub and take- away) proposals: Proportion of Class A1 uses at ground floor level does not fall below 60% of the total number of units within defined shopping frontage o Other town centre proposals: Class A1 uses does not fall below 60% of total number of units within defined shopping frontage and proportion of class A uses does not fall below 85% of total number of units within defined shopping frontage <p>b) Headington, and Summertown District Centres:</p> <ul style="list-style-type: none"> - Class A2 - A5 (financial and professional services, restaurant, pub and take- away) proposals: Proportion of Class A1 uses does not fall below 50% of the total number of units within defined shopping frontage - Other town centre proposals: Class A1 uses does not fall below 50% of total number of units within defined shopping frontage and proportion of class A uses does not fall below 85% of total number of units within defined shopping frontage <p>c) Blackbird Leys District Centre:</p> <ul style="list-style-type: none"> - Class A2 - A5 (financial and professional services, restaurant, pub and take- away) proposals: Proportion of Class A1 uses does not fall below 40% of the total number of units within defined shopping frontage - Other town centre proposals: Class A1 uses does not fall below 40% of total number of units within defined shopping frontage and proportion of class A uses does not fall below 85% of total number of units within defined shopping frontage <p>d) Local Centres:</p> <ul style="list-style-type: none"> - Class A2 - A5 (financial and professional services, restaurant, pub and take- away) proposals: Proportion of Class A1 uses does not fall below 40% of the total number of units within defined shopping frontage - Other town centre proposals: Class A1 uses does not fall below 40% of total number of units within defined shopping frontage and proportion of class A uses does not fall below 85% of total number of units within defined shopping frontage 	<ul style="list-style-type: none"> • DM monitoring

LP chapter	LP Policy	Title	Implementation/Assessment method
	V5	Sustainable Tourism	<ul style="list-style-type: none"> • Site plans • Design and Access statement showing no adverse impacts to neighbouring amenity • Transport Plan/Transport Assessment • Evidence of viability, need or demand for accommodation
	V6	Cultural and social activities	<ul style="list-style-type: none"> • Design and Access statement showing no adverse impacts to neighbouring amenity • Transport Plan/Transport Assessment • Evidence of viability, need or demand for development • Justification/Marketing Evidence for proposals involving loss of public houses or live performance venues
	V7	Infrastructure and cultural and community facilities	<ul style="list-style-type: none"> • Plans • Design and Access statement showing no adverse impacts to neighbouring amenity • Transport Plan/Transport Assessment • Evidence of viability, need or demand for development
	V8	Utilities	<ul style="list-style-type: none"> • Evidence - water and sewerage infrastructure
	V9	Utilities	<ul style="list-style-type: none"> • Evidence – broadband and digital infrastructure

Indicators	Target	Information Source
a) Development of new or approved changes of use for short stay accommodation premises in the city centre, district centres and allocated sites b) Development of new tourist attractions	a) No net increase in short stay accommodation premises above baseline set in Local Plan – see AMR indicator b) Net increase in longer stay accommodation	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring
a) Development of cultural, entertainment, leisure and tourism uses b) Approvals for changes of use of public houses or live performance venues	a) No set targets but showing outcomes delivered through development b) No net loss of assets of community value without equivalent reprovion	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring
a) Net loss/gain of cultural and community facilities including: b) Education/training facilities (sqm) Community meeting places (sqm) Indoor sports facilities (sqm) Primary healthcare facilities c) Number of Assets of Community Value registrations	a) No net loss of cultural and community facilities without equivalent reprovion b) Net increase in community facilities	<ul style="list-style-type: none"> • DM Monitoring • S106 Monitoring
a) Provision of strategic and service infrastructure to support new development b) Refusals on the grounds of insufficient utility/ infrastructure capacity to support development	a) Multiagency delivery, therefore set target not appropriate b) No set targets	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring
a) Provision of appropriate duct infrastructure for the installation of fibre broadband b) Other forms of digital infrastructure	a) Multiagency delivery, therefore set target not appropriate b) No set targets	<ul style="list-style-type: none"> • DM Monitoring • CIL Monitoring

Monitoring Framework: Sites

Site Policy	Location	Acceptable uses
SP1	West End	<ul style="list-style-type: none"> Mixed use development including residential and student accommodation Planning permission will only be granted for redevelopment of station and Becket Street Car Park if it improves station, creates a strong sense of arrival to Oxford and is in Accordance with Oxford Station SPD.
SP2	Osney Mead	<ul style="list-style-type: none"> Mixed use development including employment uses, academic uses, student accommodation, employer-linked affordable housing and market housing. Development of innovation quarter is encouraged.
SP3	Cowley Centre, Between Towns Road	<ul style="list-style-type: none"> Retail led mixed use development including commercial leisure, community facilities, employment uses and residential development. Other town centre uses may also be appropriate.
SP4	Blackbird Leys Central Area	<ul style="list-style-type: none"> Mixed use development including retail, start-up employment units, residential and community facilities. Other appropriate district centre uses including education, live/work units, sport and commercial leisure.
SP5	Summer Fields School Athletics Track	<ul style="list-style-type: none"> Residential dwellings only
SP6	Diamond Place and Ewert House, Summertown	<ul style="list-style-type: none"> Mixed use development including residential, employment and student accommodation uses Other town centre uses may be appropriate
SP7	Unipart	<ul style="list-style-type: none"> B1/B2 employment uses, B8 uses where they support employment activities on site
SP8	Mini Plant Oxford	<ul style="list-style-type: none"> B1/B2 employment uses, B8 uses where they support employment activities on site
SP9	The Oxford Science Park (Littlemore & Minchery Farm)	<ul style="list-style-type: none"> B1 employment uses
SP10	Oxford Business Park	<ul style="list-style-type: none"> B1/B2 employment uses only
SP11	Sandy Lane Recreation Ground and Land to the Rear of the Retail Park	<ul style="list-style-type: none"> Residential dwellings Enhanced outdoor sports facilities - at least 2 full sized football pitches and one junior pitch.
SP12	Northfield Hostel, Sandy Lane West	<ul style="list-style-type: none"> Residential, education or extra care accommodation Residential uses will only be granted if site is no longer needed for a school and hostel.
SP13	Edge of Playing Fields, Oxford Academy	<ul style="list-style-type: none"> Employer-linked affordable housing only
SP14	Kassam Stadium Sites	<ul style="list-style-type: none"> Residential dwellings Ancillary commercial leisure, education and small scale local shops Public open space

Site specific requirements	Potential delivery pathway/ partnerships
<ul style="list-style-type: none"> Oxpens and Island Site applications must be accompanied by site specific FRAs and details of mitigation measures. 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Site specific FRA with details of mitigation measures. 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Regard should given to any Cowley Centre masterplan and proposals must not prejudice comprehensive development of the whole site. Improved bus stopping facilities Improved public realm with high design standard 	<ul style="list-style-type: none"> S106 As part of development County Council Local bus companies
<ul style="list-style-type: none"> Consideration must be given to regeneration plan for Blackbird Leys area and proposals must not prejudice the comprehensive development of whole site. Assessment of onsite and neighbouring waste water capacity 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Enhanced pedestrian and cycle access across whole site 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Ground floor level retail Sufficient car and cycle parking at reasonable levels to serve local area Local temporary car parking provision during construction phase Cycle stands on site Enhanced pedestrian and cycle links to and through site 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Reduction in onsite car parking provision and enhancement of sustainable travel options 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Reduction in onsite car parking provision and enhancement of sustainable travel options 	<ul style="list-style-type: none"> S106 As part of development County Council?
<ul style="list-style-type: none"> Buffer alongside railway corridor Reduced on site car parking provision 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Reduction in onsite car parking provision and enhancement of sustainable travel options Biodiversity survey, esp of undeveloped plots 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Some appropriately sited land should be safeguarded to allow for future development of a passenger station for the Cowley Branchline. Planning permission will not be granted for any other uses. Residential development should be located on the western part of the site with access from Blackbird Leys Road. 	<ul style="list-style-type: none"> S106 As part of development
	<ul style="list-style-type: none"> S106 As part of development
	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Minimum 10% of site as public open space Active frontages facing onto new open space 	<ul style="list-style-type: none"> S106 As part of development

Site Policy	Location	Acceptable uses
SP15	Knights Road	<ul style="list-style-type: none"> • Residential dwellings • Public open space
SP16	Government Buildings site and Harcourt House	<ul style="list-style-type: none"> • Residential, student accommodation and academic institutional uses
SP17	Headington Hill Hall and Clive Booth Student Village	<ul style="list-style-type: none"> • Additional academic/teaching facilities • Associated sport, social, leisure facilities • Student accommodation • Employer-linked affordable housing
SP18	Land Surrounding St Clement's Church	<ul style="list-style-type: none"> • Residential dwellings only
SP19	Churchill Hospital Site	<ul style="list-style-type: none"> • Further hospital uses, and other uses with operational link to hospital or complementary acceptable uses, eg: • Employment B1(b), B1(c), B2 • Patient hotel • Primary health care • Employer-linked affordable housing • Education/academic institutional • Student accommodation • Small scale retail units if ancillary to hospital
SP20	Nuffield Orthopaedic Centre	<ul style="list-style-type: none"> • Further healthcare facilities and medical research including staff and patient facilities • Employer-linked affordable housing
SP21	Old Road Campus	<ul style="list-style-type: none"> • Additional medical teaching and research facilities
SP22	Warneford Hospital	<ul style="list-style-type: none"> • Healthcare, hospital and medical research facilities • Residential uses, including employer-linked affordable housing • Student accommodation • Education/academic institutional • Employment B1(a), B1(b) uses provided operational link to hospital uses

Site specific requirements	Potential delivery pathway/ partnerships
<ul style="list-style-type: none"> • Biodiversity survey • Details of SuDS • Site specific Flood Risk assessment • Minimum 10% of site as public open space • Active frontages facing onto new open space 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • SuDS, biodiversity survey required 	<ul style="list-style-type: none"> • As part of development
<ul style="list-style-type: none"> • Enhanced pedestrian and cycle access across whole site • Minimised on site car parking 	<ul style="list-style-type: none"> • S106 • As part of development • County Council
<ul style="list-style-type: none"> • Details of SuDS • Ground/surface water study • Development should be set back from the Marston Road to maintain the open character of this part of Marston Road and the green setting of the Church. • Trees along the frontage and surrounding the church should be retained. • Consideration should be given to conservation area setting and context of Grade II* listed church partially within a view cone and fronting open river valley to the west 	<ul style="list-style-type: none"> • As part of development
<ul style="list-style-type: none"> • Developments must comply with Policy H9 • Reduction in onsite car parking provision with mitigation measures against increased parking pressure on neighbouring residential streets • Enhancement of sustainable travel options • Developments must not prejudice bus access to site • Tree survey, with important trees retained • Groundwater and surface water assessment • Buffer zone to SSSI 	<ul style="list-style-type: none"> • As part of development
<ul style="list-style-type: none"> • Developments must comply with Policy H9 • Reduction in onsite car parking provision with mitigation measures against increased parking pressure on neighbouring residential streets • Developments must not prejudice bus access to site • Enhancement of sustainable travel options • Enhanced pedestrian and cycle links to and through site • Groundwater and surface water assessment • Details of SuDS • Buffer zone to SSSI • Assessment of onsite and neighbouring waste water capacity may be required 	<ul style="list-style-type: none"> • S106 • As part of development • County Council • Local bus companies
<ul style="list-style-type: none"> • Reduction in onsite car parking provision with mitigation measures against increased parking pressure on neighbouring residential streets • Assessment of traffic and transport impacts of development • Enhanced pedestrian and cycle links to and through site • Groundwater and surface water assessment • Details of SuDS 	<ul style="list-style-type: none"> • S106 • As part of development • County Council
<ul style="list-style-type: none"> • Assessment of water supply and sewerage capacity • Details of SuDS 	<ul style="list-style-type: none"> • As part of development

Site Policy	Location	Acceptable uses
SP23	Marston Paddock	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP24	St Frideswide Farm	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP25	Hill View Farm	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP26	Land West of Mill Lane	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP27	Park Farm	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP28	Pear Tree Farm	<ul style="list-style-type: none"> • Residential dwellings only • Public Open Space
SP29	Land East of Redbridge Park & Ride	<ul style="list-style-type: none"> • Residential dwellings only, including residential moorings with associated servicing facilities.
SP30	St. Catherine's College Road	<ul style="list-style-type: none"> • Student accommodation and other university related development
SP31	Banbury Road University Sites	<ul style="list-style-type: none"> • Academic institutional uses • Student accommodation • Employer-linked affordable housing
SP32	Bertie Place Recreation Ground and Land Behind Wytham Street	<ul style="list-style-type: none"> • Residential development on Plot A • New school if playing fields provided on Plot B
SP33	Canalside Land, Jericho	<ul style="list-style-type: none"> • Residential use • Public open space • Community centre of suitable size • Replacement operating boatyard and winding yard • New pedestrian and cyclist bridge over Oxford canal
SP34	Court Place Gardens	<ul style="list-style-type: none"> • Graduate student accommodation • Employment linked housing
SP35	Cowley Marsh Depot	<ul style="list-style-type: none"> • Residential dwellings only
SP36	Faculty of Music	<ul style="list-style-type: none"> • Academic institutional uses • Student accommodation • Employer-linked affordable housing
SP37	Former Barns Road East Allotments	<ul style="list-style-type: none"> • Residential dwellings only

Site specific requirements	Potential delivery pathway/ partnerships
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space • SuDS 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Minimum 10% of site as public open space • Active frontages facing onto new open space • Biodiversity survey on application 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Groundwater and surface water assessment • Buffer zone to SSSI 	<ul style="list-style-type: none"> • S106 • As part of development • British Waterways
<ul style="list-style-type: none"> • Biodiversity survey 	<ul style="list-style-type: none"> • As part of development
<ul style="list-style-type: none"> • Groundwater and surface water assessment • Buffer zone to SSSI 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • Site specific Flood Risk Assessment • Biodiversity survey 	<ul style="list-style-type: none"> • S106 • As part of development • County Council
<ul style="list-style-type: none"> • Site specific Flood Risk Assessment • Details of SuDS • Impact assessment of increased visitor numbers with mitigation measures 	<ul style="list-style-type: none"> • S106 • As part of development • County Council • British Waterways?
<ul style="list-style-type: none"> • Details of SuDS • Ground/surface water study 	<ul style="list-style-type: none"> • S106 • As part of development
<ul style="list-style-type: none"> • On site depot must be relocated prior to development 	<ul style="list-style-type: none"> • As part of development
<ul style="list-style-type: none"> • Developments must be compliant with Policy H8 • Consideration should be given to character of conservation area and context of nearby listed buildings 	<ul style="list-style-type: none"> • S106 • As part of development
	<ul style="list-style-type: none"> • As part of development

Site Policy	Location	Acceptable uses
SP38	Former Iffley Mead Playing Fields	<ul style="list-style-type: none"> Residential dwellings or employer-linked affordable housing if no other County site is used for this purpose Public open space
SP39	Grandpont Car Park	<ul style="list-style-type: none"> Residential dwellings or employer-linked affordable housing if no other County site is used for this purpose
SP40	Jesus College Sports Ground	<ul style="list-style-type: none"> Residential dwellings with new public open space at sports ground
SP41	John Radcliffe Hospital Site	<p>Further hospital uses, and other uses with operational link to hospital or complementary acceptable uses, eg:</p> <ul style="list-style-type: none"> Employment B1(b), B1(c), B2 Patient hotel Primary health care Employer-linked affordable housing Education/academic institutional Student accommodation Small scale retail units if ancillary to hospital
SP42	Land at Meadow Lane	<ul style="list-style-type: none"> Residential dwellings
SP43	Lincoln College Sports Ground	<ul style="list-style-type: none"> Residential dwellings with new public open space
SP44	Littlemore Park	<ul style="list-style-type: none"> B1 employment uses and complementary appropriate uses Residential development acceptable provided equivalent re-provision of employment area and no overall loss of employment site area city wide
SP45	Manor Place	<ul style="list-style-type: none"> Student accommodation, car free residential development or mixture of both
SP46	Manzil Way Resource Centre	<ul style="list-style-type: none"> Improved health care facilities Associated administration Residential dwellings including employer-linked affordable housing
SP47	Thornhill Park	<ul style="list-style-type: none"> Residential led dwelling
SP48	Old Power Station	<ul style="list-style-type: none"> Student accommodation, residential development or mixture of both Academic Institutional uses
SP49	Oriel College land at King Edward Street and High Street	<ul style="list-style-type: none"> Student accommodation, residential development or mixture of both Suitable town centre uses
SP50	Oxford Brookes Marston Road Campus	<ul style="list-style-type: none"> Academic institutional uses Employer-linked affordable housing Residential dwellings only acceptable if university vacates the site

Site specific requirements	Potential delivery pathway/ partnerships
<ul style="list-style-type: none"> Biodiversity survey Details of SuDS Groundwater survey if required Minimum 10% of site as public open space 	<ul style="list-style-type: none"> S106 As part of development
	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Consideration should be given to Bartlemas Conservation Area and enhancements to nearby listed buildings and their setting. Minimum 25% of site as public open space Active frontages facing onto new open space and Barracks Lane 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Details of SuDS 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Biodiversity survey Site specific flood risk assessment 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Existing cricket pitch must be retained on the open space unless an alternative suitable site is found Minimum 10% of site as public open space Active frontages facing onto new open space 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Playing field reprovided or contribution made to another facility Site specific flood risk assessment Biodiversity survey Enhanced pedestrian and cycle links to and through site 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Details of SuDS Ground/surface water study Site specific flood risk assessment Buffer zone during construction to safeguard New Marston SSSI 	<ul style="list-style-type: none"> S106 As part of development County Council?
<ul style="list-style-type: none"> If market housing and employer-linked affordable housing are to be provided, sufficient market offer must be provided to ensure affordable housing provision to comply with Policy H2. 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Employment generating development (category 2) must be retained on site 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Site specific flood risk assessment 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Active frontage maintained at ground floor level 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Details of SuDS 	<ul style="list-style-type: none"> S106 As part of development

Site Policy	Location	Acceptable uses
SP51	Oxford Stadium (Greyhound stadium)	<ul style="list-style-type: none"> • Revival of stadium for greyhound racing and/or speedway • Other complementary community or leisure uses • Residential dwellings in areas that would not impact operation or heritage impact (e.g. car park)
SP52	Oxford University Press Sports Ground, Jordan Hill	<ul style="list-style-type: none"> • Residential dwellings • Public open space at Oxford University Press Sports Grounds. • Complementary B1 employment uses would also be suitable.
SP53	No.1 Pullens Lane	<ul style="list-style-type: none"> • Residential dwellings
SP54	Radcliffe Observatory Quarter	<ul style="list-style-type: none"> • Academic institutional uses • Student accommodation • Employer-linked affordable housing
SP55	Ruskin College Campus	<ul style="list-style-type: none"> • Academic uses • Student accommodation • Employer-linked affordable housing • Development may include open space, sports facilities and allotments
SP56	Ruskin Field	<ul style="list-style-type: none"> • Expansion of college or residential use which may include employer-linked affordable housing
SP57	Slade House	<ul style="list-style-type: none"> • Improved health care facilities • Associated administration • Residential dwellings including employer-linked affordable housing
SP58	Summertown House	<ul style="list-style-type: none"> • Student accommodation • Employer-linked affordable housing
SP59	Union Street car park	<ul style="list-style-type: none"> • Residential uses • Student accommodation • Car parking at Union Street Car Park
SP60	University of Oxford Science Area and Keble Road Triangle	<ul style="list-style-type: none"> • Academic institutional with associated research uses
SP61	Valenita Road	<ul style="list-style-type: none"> • Residential dwellings
SP62	West Wellington Square	<ul style="list-style-type: none"> • Academic institutional • Student accommodation • Employer-linked affordable housing
SP63	Bayard's Hill Primary School Part Playing Fields	<ul style="list-style-type: none"> • Employer-linked affordable housing only
SP64	William Morris Close Sports Ground	<ul style="list-style-type: none"> • Residential dwellings • Public open space

Site specific requirements	Potential delivery pathway/ partnerships
<ul style="list-style-type: none"> No increase in car parking levels Adequate access to site to support leisure uses 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Existing cricket pitch must be retained on the open space unless an alternative suitable site is found Minimum 10% of site as public open space Active frontages facing onto new open space Safeguarding of Port Meadow SSSI along with appropriate traffic mitigation measures. 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Biodiversity survey 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Development must comply Policy H9 Reduction in onsite car parking provision Enhanced pedestrian and cycle links to and through the site Impact assessment of potential visitor pressure on Port Meadow SSSI Assessment of onsite and neighbouring waste water capacity 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Reduction in onsite car parking provision Enhanced pedestrian and cycle links to and through the site Consideration should be given to Old Headington Conservation Area and enhancements to nearby listed buildings and their setting. 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Consideration should be given to Old Headington Conservation Area and enhancements to nearby listed buildings and their setting. 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Development must comply Policy H2 Impact assessment of potential visitor pressure on Brasenose & Shotover Park SSSI Ground/surface water assessment Details of SuDS 	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Consideration should be given to impact on the character of the nearby listed building 	<ul style="list-style-type: none"> S106 As part of development
<ul style="list-style-type: none"> Local temporary car parking provision during construction phase Cycle stands must be provided on site 	<ul style="list-style-type: none"> S106 As part of development County Council
<ul style="list-style-type: none"> Development must comply with Policy H9 Development must retain and enhance existing listed buildings Enhancements to public realm through rationalisation of car parking arrangements Enhanced pedestrian and cycle links to and through site Traffic impact assessment with mitigation measures as required 	<ul style="list-style-type: none"> As part of development County Council
<ul style="list-style-type: none"> Consideration should be given to impact on the character of the nearby listed building Reduction in onsite car parking 	<ul style="list-style-type: none"> As part of development S106 As part of development County Council
	<ul style="list-style-type: none"> As part of development
<ul style="list-style-type: none"> Existing cricket pitch must be retained on the open space unless an alternative suitable site is found Minimum 10% of site as public open space Active frontages facing onto new open space 	<ul style="list-style-type: none"> S106 As part of development

Oxford

Local Plan 2036

If you have any questions please

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