

CHAPTER EIGHT
DEVELOPMENT SITES, AREAS OF
FOCUS AND INFRASTRUCTURE



INTRODUCTION

- 8.1 The Oxford Local Plan 2040 alongside the adopted Neighbourhood Plans provides the opportunity to set out the planning policy framework for the city. To guide the right level of development to the optimum location, whilst fully considering the city's constraints, the Plan contains site allocation policies. The background information as to how development sites were selected and assessed is set out in the background paper. The options for the site allocations are limited to A or B, allocate or do not allocate. However, if a landowner has suggested an alternative option through the landowner engagement process, that has been recorded as option C and the proposed land uses are included in the options table.
- 8.2 The communities chapter provides the policy options to support the concept of 15-minute neighbourhoods, whereby communities have access to all their daily needs within a 15-minute walk, which has become an increasingly popular way to think about the planning of our local areas. To have most of our shopping, community, primary education, health, socialising and recreational needs within a short walk or cycle would not only reduce the negative impacts of future pandemics, but also promote healthier and more active lifestyles as well as reduce our impacts upon the climate and the natural environment.

INFRASTRUCTURE NEEDS TO SUPPORT NEW AND EXISTING DEVELOPMENTS UP TO 2040

- 8.3 New development across the city results in additional social, community and transport infrastructure needs. It is important that there are sufficient facilities to meet the needs of existing and future residents¹⁴. The Infrastructure Delivery Plan (IDP) was produced to support development of the Oxford Local Plan 2036 and an addendum has been prepared as part of the evidence base to support this Regulation 18 Preferred Option Local Plan 2040. The IDP provides a summary of infrastructure constraints and needs across Oxford and sets out the infrastructure schemes to meet those needs considering the level of housing and employment growth being planned for. Engagement with infrastructure providers is an ongoing process and is important to ensure realistic accurate information is provided. The IDP has divided the city into four quadrants as shown in Figure 8-1, which we have then used to structure this chapter.
- 8.4 The proposed development site options for the new Local Plan have been listed for each of the four quadrants set out in Figure 8-1, though we recognise that Oxford's compact nature means that often infrastructure is serving the whole city and it does not always neatly fit into one quadrant or another. The Preferred Options consultation process will seek views as to whether the appropriate infrastructure requirements for the city to 2040 have been identified.

¹⁴Infrastructure relates to schools, hospitals, utilities, digital communication, transport provision, community facilities etc.



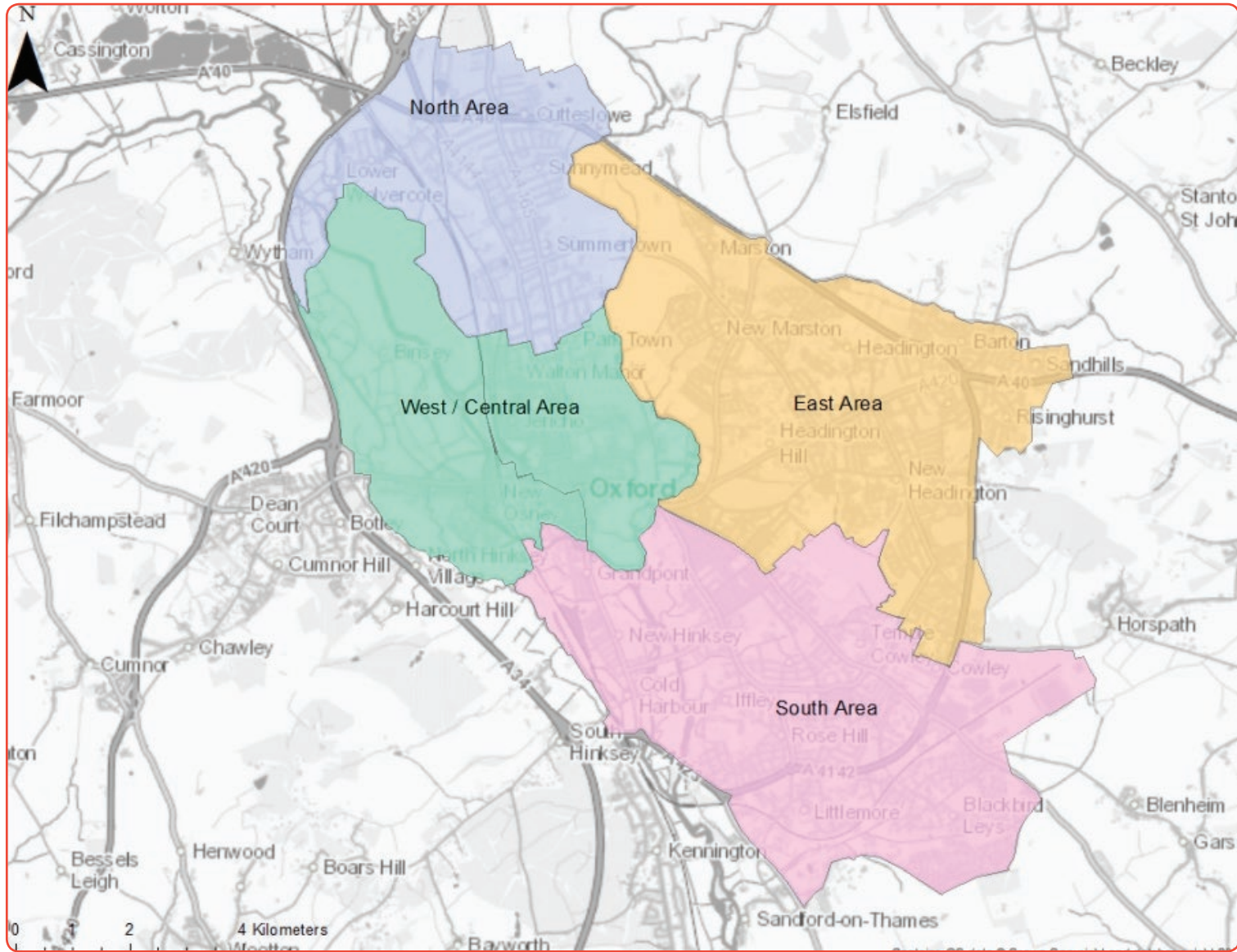


Figure 8-1: The four areas of the city considered in the IDP

UNMET NEED SITES BEYOND THE CITY BOUNDARY

8.5 There are several sites on the edge of Oxford which have been allocated for housing in neighbouring district plans to accommodate the unmet housing need for Oxford. The work to identify the level of housing need to 2040 has yet to be completed but the evidence from the current plan alongside the information we have about housing waiting lists and information in our housing trajectory suggests that there will continue to be a need to meet some of Oxford's housing needs beyond the city boundary. The details of these sites are set out in Figure 8-2 and illustrated in Figure 8-3. Whilst each of the neighbouring authorities will be responsible for the delivery of these sites, the City Council retains a strong interest in seeing them developed in a sustainable manner. In infrastructure terms, this means that they should be well connected into existing networks and reflect Oxford's particular approach to transport provision, with a strong emphasis on the need for dedicated pedestrian and cycle provision in addition to an effective public transport system offering residents a realistic alternative to the private car.

SITE ALLOCATIONS

8.6 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 allocation is to allocate sites for built development or to maintain a type of built development on site. Site allocations are important because they give guidance and certainty to developers and landowners and residents as to how a site can be developed in terms of acceptable uses and areas to be protected. Thus, site allocations provide a positive policy to help ensure that the right type of development is delivered on a site which supports the Plan's strategy and is in conformity with the National Planning Policy Framework. A sequential approach should be taken towards the site layout of development proposals for site allocations in Flood Zones 2 and 3 in accordance with the NPPF (refer to policy option G7).

Local authority and site	Total dwellings
Cherwell	
Land East of Oxford Road	690
Land West of Oxford Road	670
Land Southeast of Kidlington	430
Land at Stratfield Farm	120
Land East of the A44	1,950
Land West of Yarnton	540
South Oxfordshire	
Land South of Grenoble Road	3,000
Land at Northfield	1,800
Land North of Bayswater Brook	1,100
Vale of White Horse	
Oxford and Abingdon Fringe area of search	2,200
West Oxfordshire	
West of Eynsham	550
Salt Cross Garden Village	2,200
Total dwellings on unmet need sites	15,250

Figure 8-2: Total dwelling capacity on unmet need sites beyond the city boundary



Good connectivity is defined as locating new development where it has access to safe, attractive, walking and cycling routes which supports the aims of 15-minute city.



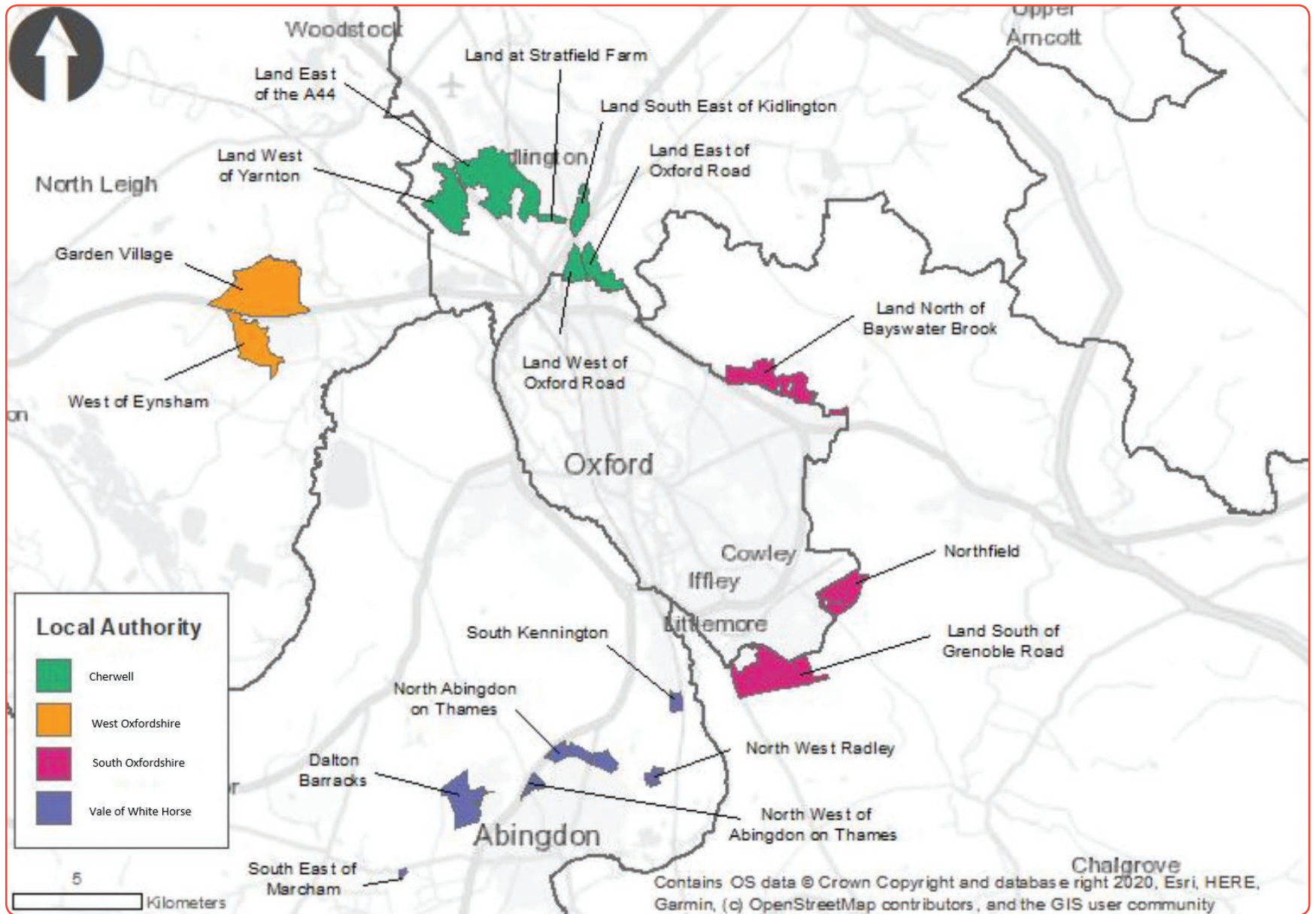


Figure 8-3: Location of unmet need housing sites within adjacent Oxfordshire local authorities

AREAS OF FOCUS

8.7 Traditional Local Plans have policies only at individual site level which means that cumulative impacts can be overlooked. As such, we propose identifying several 'Areas of Focus' across the city which we have defined as areas where changes are anticipated over the Plan period resulting from new development which could be both within the city or adjacent to the city's boundary. The Areas of Focus each include a number of specific site allocations. The benefit of identifying the broader Areas of Focus in addition is that as development sites come forward, they can be determined against some key policy principles relevant to that area and thus can be considered in the wider context of the area and the other potential developments. Where these cumulative impacts are overlooked, they can have a detrimental impact on place making, design and infrastructure provision, which we are seeking to minimise through this approach. As the city changes and evolves to 2040, development policies need to be guided by some key principles for development which include issues related to movement and connectivity, enhancing and creating high quality public realm and open space, future proofing design to be adaptable to climate change and to be carbon neutral. It is anticipated that these Areas of Focus will become site allocation policies which will include some key development principles specific to that area.

8.8 We have grouped the areas of focus within each of the four IDP quadrants as follows:

- North Area quadrant of city - containing the Northern Edge of Oxford Area of Focus and North Area proposed development sites
- South Area quadrant of city - containing the Cowley Branch Line, Littlemore and Leys Area of Focus and South Area proposed development sites
- East Area quadrant of city – containing the Marston Road and Old Road Area of Focus and East Area proposed development sites
- West and Central Area quadrant of city – containing the University Sites Area, West End and Botley Road Areas of Focus and West and Central Area proposed development sites.



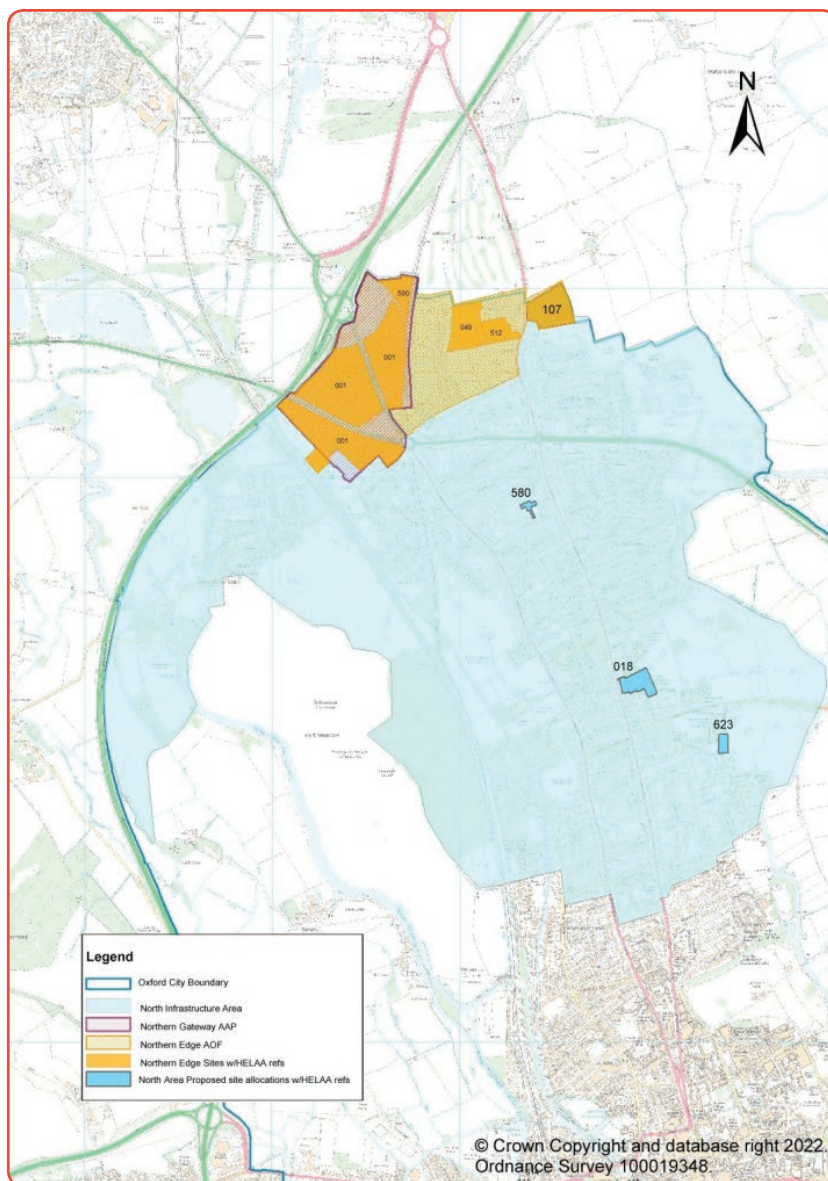


Figure 8-4: Northern Edge of Oxford Areas of Focus and proposed development sites

NORTH AREA

Northern Edge of Oxford Area of Focus

8.9 The “Northern Edge of Oxford Area of Focus” lies within the North Area and includes the development sites which are adjacent to urban extension areas in Cherwell District Council (CDC). The development of these areas as for all the urban extensions surrounding the city must be well integrated with the city in terms of improved pedestrian, cycling and public transport connectivity. Opportunities should be sought to reduce and rationalise public and workplace car parking to optimise the most efficient use of land. Oxford North (formerly Northern Gateway) policy framework is set out in the existing Northern Gateway Area Action Plan and the outline planning permission for the area. The options below support continuing this approach rather than the 2040 Plan incorporating a specific site allocation policy.



Area of focus and specific development sites (with HELAA number¹⁵)

Northern Edge of Oxford including:

- Oxford University Press (OUP) Sports Ground HELAA #49
- Jordan Hill Business Park HELAA #512
- Frideswide Farm. HELAA #107
- Oxford North (formerly Northern Gateway) HELAA #1
- Pear Tree Farm HELAA #590

Contextual analysis

- Generally low density suburban development and includes former independent rural settlements such as Wolvercote and Godstow
- Some parts of the area are in the least deprived parts of the city, as such, housing affordability is a significant challenge
- Severance by some key routes and junctions
- Poor air quality
- Lack of connections with adjoining area outside city (in Cherwell District)
- Cutteslowe park is an excellent community facility and open space
- Five Mile Drive Sports Ground
- Limited open space in west of the area - OUP private sports grounds
- Jordan Hill Business Park is low density
- Poor connectivity across ring road for cycling and walking.

Key principles for all sites across the area

- Ensure connectivity by foot and cycle to sites adjoining the city
- Connectivity of local facilities and services (that may be in Cherwell) and communities
- Key characteristics to enhance, based on contextual analysis
- Increase public access to green spaces
- Potential to intensify Jordan Hill Business Park, with any expansion to be limited and part of a mixed-use scheme
- Improvements to pedestrian and cycle routes, including safe crossing at desire lines across the major roads in the area
- Protect the SSSI at Port Meadow
- Green Belt edges
- Wolvercote Neighbourhood Plan.

Sites within the area of focus for minimum housing numbers, key principles

- OUP Sports Ground (to have minimum number of housing units and significant amount of public open space and reprovision of sports pitch capacity)
- Frideswide Farm (likely to have commenced, resolution to grant planning permission subject to S106.)
- Oxford North
- Pear Tree Park and Ride area
- Pear Tree Farm to have a minimum number of housing units, public open space and compensatory improvements should be made to the surrounding areas of Green Belt in accordance with the 'Identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report'.

Options

Preferred Options:

- Designate area of focus with its own site allocation policy listing what would be required to be delivered in the specific area eg. Issues of density, improved pedestrian and cycle connectivity
- Include detailed site development policies for sites listed

Alternative Option:

- Include a different combination of sites within the area of focus or for different mixes of land use

Alternative Options (considered detrimental):

- Do not designate the area of focus
- Do not allocate sites within the area of focus



¹⁵Interim Housing and Economic Land Availability Assessment 2020

NORTH AREA PROPOSED DEVELOPMENT SITES OUTSIDE OF THE AREAS OF FOCUS

Site name and address and HELAA number	Existing use and type of location	Consideration for allocation including constraints and landowner intention	Options for consideration
Summertown House, Apsley Road HELAA #580	Graduate student accommodation, nursery Suburban location	Landowner interested in expansion of student accommodation. Already in that use so acceptable. Benefits of more efficient use of land. Apsley Road quiet residential street of 2-storey homes. Listed building in centre of site (mansion house)	A. Allocate for graduate student accommodation B. Do not allocate
Diamond Place, Summertown HELAA #18	Car park, offices and academic use sites is within the Summertown District Centre	Landowner is interested in bringing forward a mix use development with some residential and student accommodation	A. Allocate for a mixed-use development B. Do not allocate
Wychwood Tennis Courts, Charlbury Road HELAA #623	In use for open air sports in suburban area.	Landowner interest in developing for residential use	A. Allocated for residential B. Do not allocate

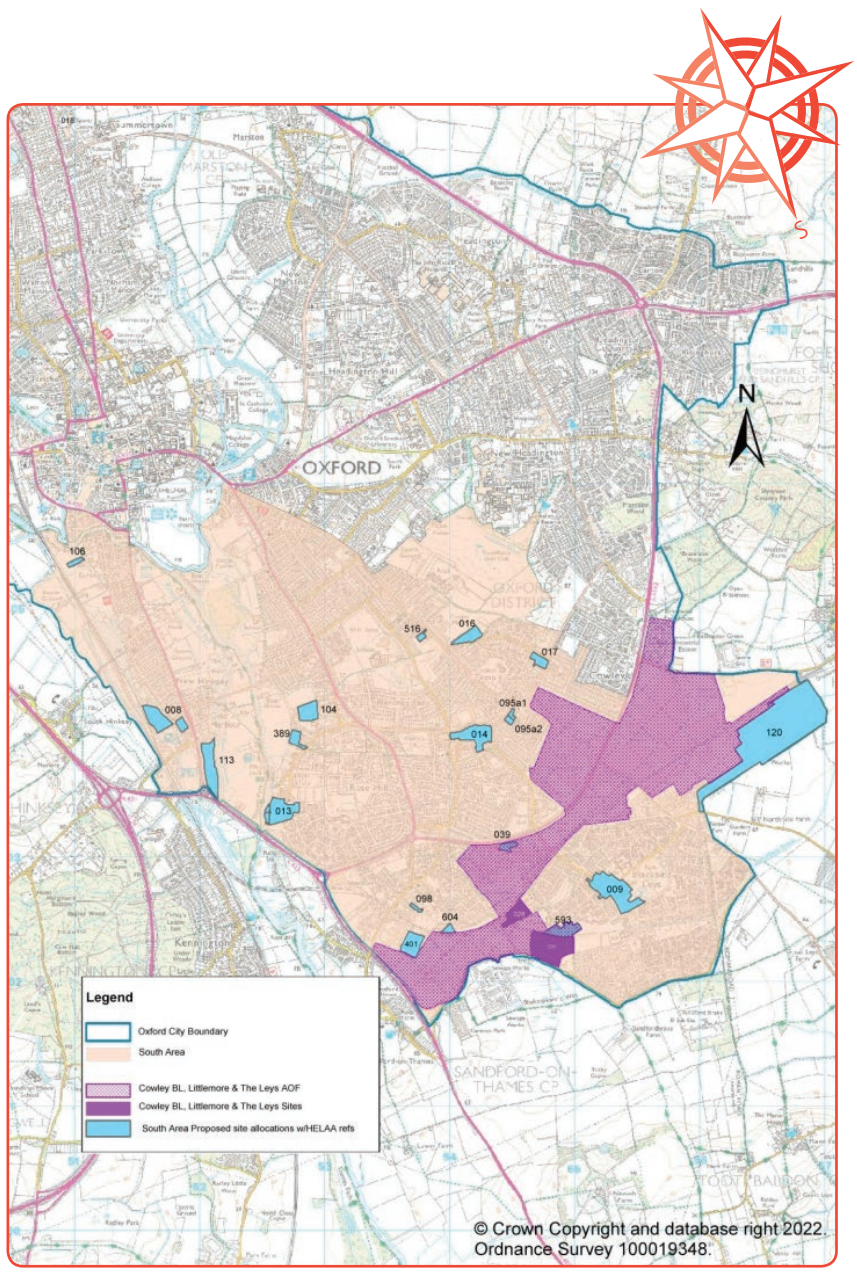


Figure 8-5: Cowley Branch Line, Littlemore and Leys Areas of Focus and proposed development sites

SOUTH AREA

Cowley Branch Line, Littlemore and the Leys Area of Focus

8.10 This Area of Focus includes the area around the Kassam Stadium, and the proposed Cowley Branch Line (CBL) where several of the city's key employment sites lie, including the large employers of MINI Plant Oxford, Oxford Science and Oxford Business Park. Key objectives for this area are around improving and enhancing connectivity to this part of the city by modes other than by private car. The opening up of passenger services along the Cowley Branch Line will provide a welcome public transport alternative for this area of the city. The branch line currently extends over three miles eastwards from Kennington Junction. The potential area of influence of the Cowley Branch Line, including where its passengers may come from, extends beyond this area. Two stations are proposed along the line at Oxford Science Park and in the vicinity of Oxford Business Park/Oxford Retail Park. This area will experience considerable change over the Plan period as developments on the edge of the city in adjoining South Oxfordshire are built out as allocated strategic sites, particularly the Land South of Grenoble Road (Policy STRAT 11) and Land at Northfield (Policy STRAT 12)¹⁶.



¹⁶ South Oxfordshire Local Plan 2035



Area of focus and specific development sites (with HELAA number)

Cowley Branch Line, Littlemore and the Leys

Area of Focus including:

- Kassam Stadium and Ozone Leisure Complex HELAA #28a
- Overflow car park at Kassam Stadium site HELAA #28b
- Oxford Science Park HELAA #588
- Oxford Business Park HELAA #587
- Mini Plant Oxford. HELAA #497
- Sandy Lane Recreation Ground HELAA #289
- Oxford Stadium HELAA #111

Contextual analysis

- Major employment hubs
- Area of high deprivation
- Severance by some key routes and junctions
- Poor air quality
- Poor connectivity of this area to the rest of the city by public transport
- Residential development is generally lower density suburban typology
- Poor cycling connectivity between Littlemore and Blackbird Leys
- Very poor connectivity for cycling along Barns Road to Templars Square shopping centre
- Poor connectivity across ring road for cycling and walking
- Opportunities from community facilities like the Leys Pools, Kassam Stadium
- Regeneration opportunities.

Key principles across the area

- Ensure good connectivity by foot and cycle and public transport across the area, e.g. with safe, attractive routes and considering 15 minute city aims
- Consider the connectivity of the urban extension area to the rest of the city and some sites in the city to the rest of the city.
- Seek a reduction in car parking across the area
- Ensure land is safeguarded for stations and access for the proposed CBL.
- Key characteristics to enhance the existing built environment, based on contextual analysis
- Increase public access to green spaces
- Ensure good urban design and place making opportunities are taken for the new residential areas to be brought forward
- Improvements to pedestrian and cycle routes, including safe crossing

at desire lines across the major roads in the area linking housing and employment areas

- Increase opportunities to enhance existing tree cover which is the lowest canopy cover across the city
- Improve walking and cycling connectivity to proposed Cowley Branch Line stations.

Sites within the area of focus for minimum housing numbers, key principles

- Kassam Stadium and Ozone Leisure Complex. The minimum number of housing units will vary depending on whether the Kassam Stadium remains as a stadium. Kassam Stadium allocation for residential scheme with minimum number of houses. Potential for redevelopment of Ozone Leisure Complex within Use Class E
- Overflow car park at Kassam Stadium site residential allocation with minimum number of houses
- Oxford Science Park has scope for intensification
- Oxford Business Park protection of this key employment site
- Sandy Lane Recreation Ground – residential scheme, minimum number of houses, re-provision of loss of sports facilities.
- MINI Plant Oxford protection of key employment site
- Oxford Stadium – mixed use development leisure and recreation and residential enabling development.

Options

Preferred Options:

- A. Designate area of focus, the designation would cover density issues, protection of wildlife corridors, safeguarding land for Cowley Branch Line proposed stations and access, improved connectivity for the area and between areas
- B. Include detailed site development guidance for sites listed

Alternative Option:

- C. Include a different combination of sites within the area of focus or for different mixes/ land uses

Alternative Options (considered detrimental):

- D. Do not designate the area of focus
- E. Do not allocate sites within the area of focus

SOUTH AREA PROPOSED DEVELOPMENT SITES OUTSIDE OF AREA OF FOCUS

Site name and address and HELAA number	Existing use and type of location	Consideration for allocation including constraints and landowner intention	Options for consideration
Bertie Place Recreation Ground HELAA #8	Suburban location Two parts of the site: Part A is a public recreation ground and Plot B is former landfill site	Landowner interest in residential development. Plot A is suitable for development	A. Allocate for residential development or a primary school if required subject to provision of school playing fields in Wytham St B. Do not allocate
Redbridge Paddock HELAA #113	Gateway site Meadowland used for grazing	Landowner interest in residential development and moorings, proximity to Iffley Meadow SSSI	A. Allocate for residential use B. Do not allocate
Court Place Gardens HELAA #3	Suburban site Post graduate student accommodation	Landowner interest in redeveloping this site for graduate student accommodation – an application has been determined on this site and issued January 2022 with anticipated completion in 2023/24	A. Allocate for residential use for graduate student accommodation or residential development or a mix of both B. Do not allocate if the development has commenced
Land at Meadow Lane HELAA #389	Site lies within the Iffley Village Conservation area currently a paddock	Landowner interested in developing the site for residential development, area of Memorial Field would not be developed	A. Allocate for residential use B. Do not allocate
Northfield Hostel HELAA #39	Suburban site former hostel site for pupils at Northfield school	Planning permission granted for redevelopment of the site for residential development anticipated completion end of 2024	A. Allocate for residential B. Do not allocate if the development has commenced
Former Iffley Mead Playing Fields HELAA #104	Former playing fields which were once part of St Augustine's School now fenced off and has become overgrown grassy scrubland	Landowner interest in this site is to bring it forward for residential development	A. Allocate for residential B. Do not allocate
Unipart HELAA #120	Important employment site on the edge of the city adjacent to Northfield Strategic Site	Landowner interest is for continuation of this site to be used for employment	A. Allocate for employment B. Do not allocate



Blackbird Leys Central Area HELAA #9	This area comprises a mix of uses including the district centre and residential area, a range of leisure uses	Landowner interest in the redevelopment of this area for mixed uses	A. Allocate for mixed use development B. Do not allocate
Knights Road HELAA #593	Open space in suburban area	Landowner interest in a residential led scheme with public open space	A. Allocate for residential B. Do not allocate
Cowley Marsh Depot HELAA #16	Council depot in suburban area	Landowner seeking an alternative site for the depot and if achieved this site could be released for housing	A. Allocate for residential use B. Do not allocate
Between Towns Road on corner of St Luke's Road HELAA #95a2	Former conservative club on the edge of the district centre	Some of this area has already been built out for student accommodation and only remaining area would need an allocation	A. Allocate for residential use B. Do not allocate
Royal British Legion, Lakefield Road HELAA #604	British Legion Club in suburban area	Landowner seeking residential scheme on the site	A. Allocate for residential use B. Do not allocate
Crescent Hall HELAA #17	Currently in use as student accommodation in suburban area	Landowner expressed interest in further development for student accommodation	A. Allocate for residential use for student accommodation B. Do not allocate
Workshops, Lanham Way HELAA #98	Former brownfield site in suburban area	Landowner seeking residential scheme on the site	A. Allocate for residential use B. Do not allocate
Grandpont Car Park HELAA #106	Currently in use as a car park	Landowner seeking residential scheme on the site	A. Allocate for residential use B. Do not allocate
Littlemore House (formerly Littlemore Park, SAE Institute) HELAA #401	Currently in economic use	Landowner expressed interest in intensification of site for further economic use	A. Allocate for economic use B. Do not allocate

Former Powells
Timber Yard, 574
Cowley Road
HELAA #516

Former brownfield site in suburban area

Landowner seeking residential scheme on
the site (care home)

- A. Allocate for residential
- B. Allocate for care home
- C. Do not allocate

Cowley Centre
Templars Square
HELAA #14

District Centre
Shopping centre and town centre uses

Landowner interest in redevelopment of
the site for mix of commercial, leisure and
residential uses

- A. Allocated for district centre/mix uses,
commercial, leisure and residential
- B. Do not allocate



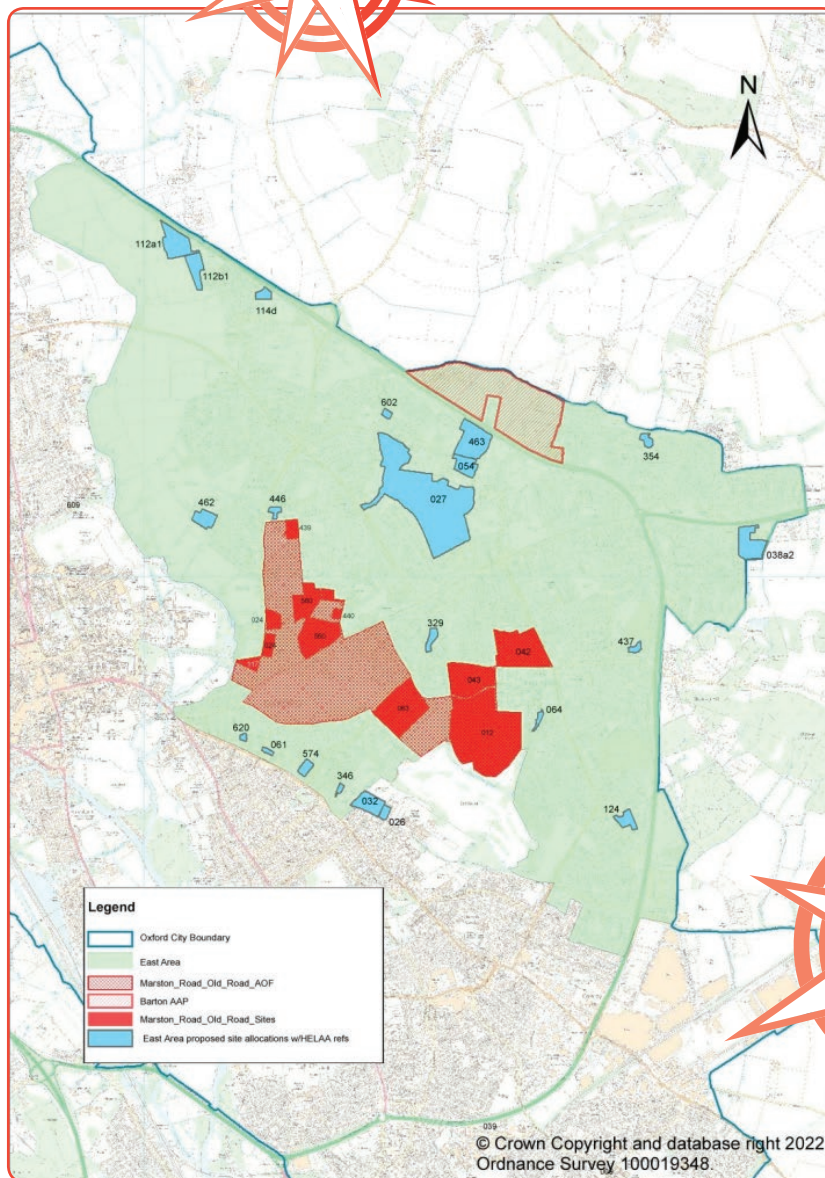


Figure 8-6: Marston Road and Old Road Areas of Focus and proposed East Area development sites

EAST OXFORD

Marston Road and Old Road Areas of Focus

- 8.11 This Area of Focus extends from the southwest part of Marston Road, incorporating Oxford Brookes and the Old Road Campus and the hospital sites. The area around this part of the Marston Road includes some underutilised sites with development potential. It is also a sensitive area because of proximity to important parks, proximity to the River Cherwell and several listed buildings. There are also some significant archaeological sites within this area including Civil War defences and the Fairfax siege line. The area includes Headington Hill Park and South Park. The area has an attractive and important natural setting and there are important views both into and out of the historic core of Oxford that must be protected.
- 8.12 The strategic site of Land North of Bayswater Brook (STRAT 13) adjoins this area and has been allocated in the South Oxfordshire Plan 2035. This site is expected to deliver affordable housing to meet Oxford's unmet need. Policy STRAT 13 recognises the need for this development to be well linked to the city in terms of both design and connectivity across the ring road.

Area of focus and specific development sites (with HELAA number)

Marston Road, and Old Road Area of Focus including:

- Government Buildings and Harcourt House HELAA #24
- Land surrounding St Clement's Church HELAA #117
- Headington Hill Hall and Clive Booth Student Village . . . HELAA #560
- Oxford Brookes University Marston Road Campus HELAA #439
- Old Road Campus HELAA #43
- Warneford Hospital HELAA #63
- Churchill Hospital. HELAA #12
- Nuffield Orthopaedic Centre HELAA #42
- Pullens Lane Residential HELAA #440

Contextual analysis

- More open area with several parks and areas of public open space including some key views, particularly towards the historic core and across the Cherwell Meadow
- Range of uses including educational, residential, research and hospital.
- Poor air quality as a result of traffic congestion
- Proximity to sensitive areas: River Cherwell, Marston SSSI, Lye Valley SSSI, heritage assets including Headington Hill Hall and St Clement's Church
- Poor cycling connectivity from Headington area.

Key principles across the area

- Ensure good connectivity by foot and cycle and public transport across the area, e.g. with safe, attractive routes and considering 15 minute city aims
- Seek to manage/reduce the levels of car parking on the hospital sites.
- Maintain the frontage of St Clements Church and ensure setting is not compromised
- Ensure protection of New Marston SSSI and Lye Valley SSSI
- Seek opportunities to increase active frontages along the southern end of the Marston Road
- Maintain the rural character of Cuckoo Lane whilst taking opportunities to enhance its function as a walking and cycling route
- Ensure good urban design and place making opportunities are taken for the redevelopment of Clive Booth Hall and Headington Hill Hall
- Ensure heights of new development do not impact on views into the city's historic core or on amenity of residents
- Ensure impacts upon the Conservation Areas are fully considered

Sites within the area of focus for minimum housing numbers, key principles

- Government Buildings and Harcourt House residential development with a minimum number of units, student accommodation and academic uses
- Land surrounding St Clement's Church – residential or student accommodation a minimum number required
- Headington Hill Hall and Clive Booth Student Village residential and student accommodation, academic and leisure uses – minimum housing numbers required
- Oxford Brookes University Marston Road Campus, minimum housing numbers required
- Old Road Campus – medical teaching and research facilities which may be academic research and/or commercial research
- Warneford and Churchill and Nuffield Orthopaedic Centre medical and healthcare facilities with some residential development such as employer linked housing or extra care accommodation
- Pullens Lane residential development – minimum number.

Options

Preferred Options:

- Designate area of focus, the designation would cover supporting development proposals for medical and clinical research and practice, ensuring views in and out of the area are protected, rationalising surface level car parking, ensuring protection of the Lye Valley SSSI
- Include detailed site development guidance for sites listed

Alternative Options:

- Include a different combination of sites within the area of focus or for different mixes

Alternative Options (considered detrimental):

- Do not designate the area of focus
- Do not allocate sites within the area of focus



EAST AREA PROPOSED DEVELOPMENT SITES OUTSIDE OF AREA OF FOCUS

Site name and address and HELAA number	Existing use and type of location	Consideration for allocation including constraints and landowner intention	Options
Hill View Farm HELAA #112a1	Former Green Belt land released from GB in OLP 2036. Planning permission granted for residential development Suburban location	Landowner seeking to deliver a residential scheme anticipated build out 24/25	A. Allocate for residential development B. Do not allocate if development has commenced
Land West of Mill Lane HELAA #112b1	Former GB land released in OLP 2036 for residential development Suburban location	Landowner seeking to deliver a residential scheme, resolution to grant planning permission subject to issuing of Section 106 agreement	A. Allocate for residential development B. Do not allocate if development has commenced
Marston Paddock HELAA #114d	Former GB land released in OLP 2036 for residential development	Landowner interested in residential development	A. Allocate for residential development B. Do not allocate
Barton Community Centre and Underhill Circus Shops HELAA #354	Community centre and local shops not a local centre but being proposed in the policy options in suburban area of Barton	Proposed to include as a local centre	A. Allocated for mix of uses as part of local centre B. Do not allocate
John Radcliffe Hospital site HELAA #27	Hospital and complementary health care, some residential development in suburban area	Hospital, health care and complementary uses including key worker housing / employer linked housing, small scale retail units ancillary to the hospital	A. Allocate for health care and complementary uses B. Do not allocate
Ruskin Field HELAA #463	Green open space, college field	Residential development	A. Allocate for residential development B. Do not allocate
Ruskin College Campus HELAA #54	Educational campus with student accommodation	Landowner seeking to ensure the most efficient use of land	A. Allocate for educational and student accommodation B. Do not allocate

Thornhill Park HELAA #38a2	Residential development, former employment site within which the Nielsen building has already been converted to residential accommodation	Landowner seeking to deliver a residential scheme	A. Allocate for residential development B. Do not allocate
Oxford Trust Wood Centre for Innovation HELAA #437	Employment use set in woodland in this suburban part of the city	Employment uses	A. Allocate for employment uses if there is opportunity for expansion/intensification on the site B. Do not allocate
Slade House HELAA #124	Health care and ancillary office accommodation	Landowner seeking to use the site for health care facilities and/or residential development	A. Allocate for health and/or residential development B. Do not allocate
Manzil Resource Centre HELAA #574	Health care, complementary uses and employer linked housing	Landowner seeking to use the site for existing uses and/or residential development in form of employer linked housing	A. Allocate for health and/or residential development which could be employer linked housing. B. Do not allocate
Union Street Car park HELAA #61	Car park in district centre	Landowner interested in residential or student accommodation with some car parking	A. Allocate for residential / student development B. Do not allocate
Park Farm HELAA #462	Land is grassland and a small area of hardstanding	Landowner interested in residential development on the site	A. Allocate for residential development B. Do not allocate
Carpenter's Yard HELAA #446	Former employment uses in this Suburban area	Landowner seeking a care home, residential and student accommodation	A. Allocate for residential development B. Do not allocate C. Allocate for care home and or student accommodation
Valentia Road HELAA #329	Informal recreational and play area suburban area	Landowner interested in residential development with improvements to the play area	A. Allocate for residential development B. Do not allocate



Jesus College Sports Ground HELAA #26	Private open-air sports facility	Landowner seeking residential development and public open space. Sports facility must be retained or delivered elsewhere in the city	A. Allocate for residential development B. Do not allocate
Lincoln College Sports Ground HELAA #32	Private open-air sports facility	Landowner seeking residential or student accommodation and sports facility must be retained or delivered elsewhere in the city	A. Allocate for residential development B. Do not allocate
Former Bartlemas Nursery School HELAA #346	Redundant land used to be site of nursery school	Landowner has sought permission for student accommodation	A. Allocate for residential development B. Do not allocate
Halliday Hill/ Westlands Drive HELAA #602	Regeneration area within Northway Site currently in use for healthcare	Landowner seeking residential development and application has been submitted	A. Allocate for residential development B. Do not allocate
Rectory Road Centre. HELAA #620	Located within District Centre	Landowner interested in residential development subject to consolidation of healthcare services onto other site/s	A. Allocate for residential development B. Do not allocate

CENTRAL AND WEST OXFORD AREA

University areas north of the city centre Area of Focus

8.13 The area to the north of the city centre is dominated by several University of Oxford buildings of a wide range of styles, ages and sizes. As these sites are controlled by one landowner there is more scope to ensure that new development and redeveloped buildings relate well to one another to create a better urban form and public realm. Opportunities should be taken to improve the permeability of this area and the use of some of the institutional buildings at ground level where achievable to bring a wider range of people into the area.

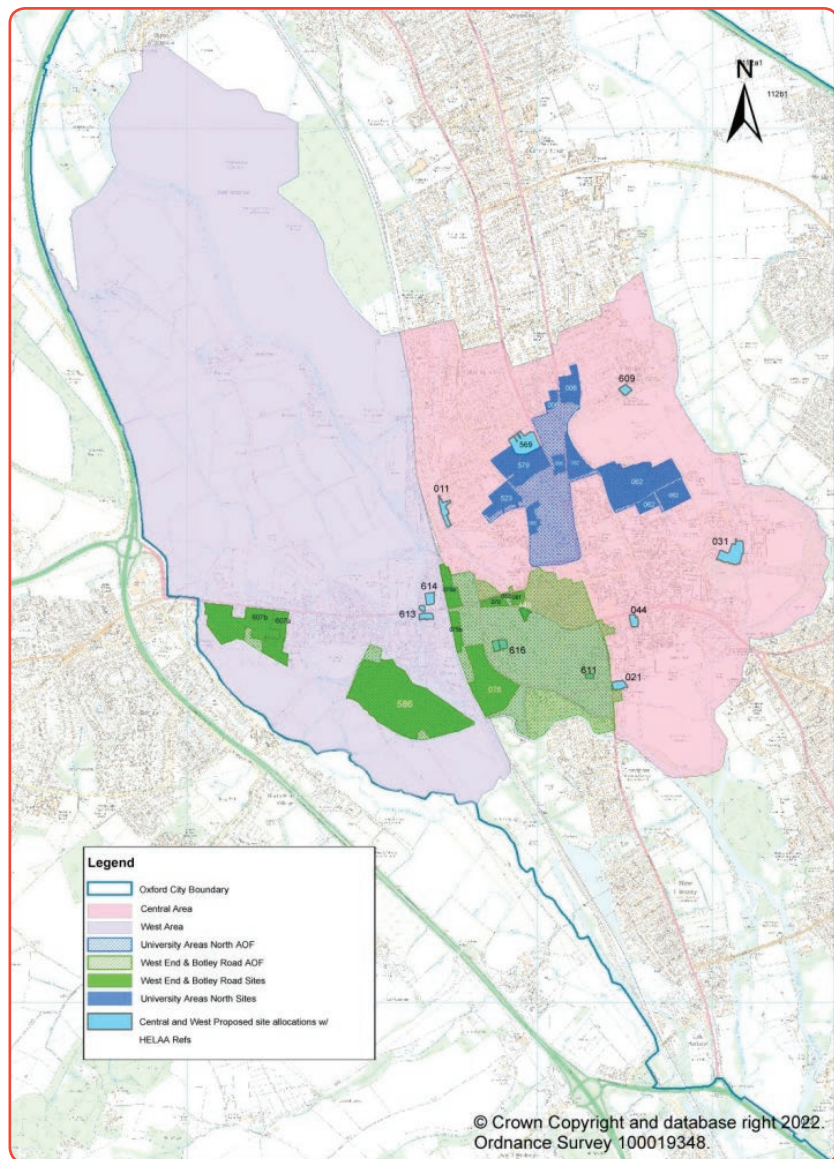


Figure 8-7: Central and West Areas of Focus and proposed development sites



Area of focus and specific development sites (with HELAA number)

University areas north of the city centre including:

- Science Area and Keble Road Triangle HELAA #62
- Radcliffe Observatory Quarter (ROQ) HELAA #579
- Banbury Road University Sites HELAA #6
- West Wellington Square HELAA #65
- Oxford University Press – Cat 1 Employment sites. HELAA #523

Contextual analysis

- Dominated by institutional buildings of a wide range of styles, and ages including some RIBA award winning designs
- Many buildings with a large floorplate
- Some substantial Victorian dwellings mainly converted to academic use
- Interface with University Parks
- Lack of definition between public and private space
- Some routes are public but not obviously so, exacerbated by servicing features of the science buildings such as delivery areas, chemical storage tanks, vents and extractors
- There is little public use of the institutional buildings
- Small pockets of parking that affect the public realm
- Mature trees line key streets
- Includes and is in the setting of significant heritage assets (e.g. Central Conservation Area, Radcliffe Observatory, North Oxford Victorian Suburbs, Jericho and Walton Manor Conservation Areas and University Parks)
- Many buildings individually of very high quality, although they do not always relate well to each other or their surroundings
- Jericho local centre on the edge of the area which provides a range of facilities retail, leisure and health facility (Jericho health centre).

Key principles across the area

- Public uses of some institutional uses, especially at ground floor would be beneficial, for example cafes, exhibition spaces
- Better integrating servicing needs into the built form or enhanced landscaping of them is important
- Impacts of heights on views, including from University Parks an important consideration and roofscape, including the impacts of planting

- Improved demarcation of public routes through these areas, through design and wayfinding
- Tree planting and wayfinding away from the few key routes
- Creating a stronger building line along the streets.

Sites within the area of focus for minimum housing numbers, key principles

- Science Area and Keble Road Triangle – residential development and academic institutional area and associated research with minimum number of homes to be delivered. No adverse impacts upon the Marston SSSI
- Radcliffe Observatory Quarter – academic institutional uses, student accommodation and residential development. Development should not result in adverse impacts on the Oxford Meadows SAC
- Banbury Road University Sites – academic institutional uses, student accommodation and/or residential development, enhance pedestrian and cycle links across the sites
- West Wellington Square – academic institutional uses, student accommodation, seek opportunities to deliver more residential units, a minimum number of homes to be delivered
- Oxford University Press – Cat 1 Employment site.

Options

Preferred Options:

- A. Designate area of focus with focus upon improved pedestrian and cycle links between sites and across the city; promotion of good place making and design principles and understanding of how each development can relate and complement the other
- B: Include detailed site development guidance for sites listed

Alternative Option:

- C. Include a different combination of sites within the area of focus or for different mixes

Alternative Options (considered detrimental):

- D. Do not designate the area of focus
- E. Do not allocate sites within the area of focus

WEST END AND BOTLEY ROAD AREA OF FOCUS

- 8.14 This area of focus includes several key West End sites, extends across the river to include Osney Mead and extends along the Botley Road to the retail park area. Most of this area will be covered by the West End and Osney Mead Supplementary Planning Document (SPD) which, once adopted, will provide more detailed guidance in addition to that already in the current Oxford Local Plan policies 2036. This area offers some significant development and regeneration opportunities but for them to be fully realised there are some key infrastructure priorities. The SPD seeks to ensure that development in the area is brought forward in a coordinated way that contributes to the wider vision for the area. The Area of Focus has been extended to incorporate the Botley Road retail park as there are several changes happening on that site in a piecemeal way. To seek to address this prior to the adoption of the 2040 Plan the City Council have prepared a design brief for the area to guide future redevelopment of the site.



Area of focus and specific development sites (with HELAA number)

West End and Botley Road

- Oxpens HELAA #76.
- Osney Mead HELAA #586
- Oxford Railway Station. HELAA #75
- Island Site HELAA #70
- Worcester Street Car Park HELAA #81
- Oxford Centre for Innovation. HELAA #448
- Botley Road Retail Park HELAA #607
- Units 1 and 2, 135-137 Botley Road HELAA #607

Contextual analysis

- Area contains a wide variety of buildings and uses including brownfield land, commercial premises
- Key area of public transport provision for rail and bus, and Seacourt Park & Ride along the Botley Road
- Some parts fall into areas of high flood risk and so unsuitable for residential development
- Poor air quality
- Traffic congestion
- Poor and congested access for cycling to the city centre and train station particularly between Osney Island and to the east of the train station. The retail park benefits from the cycle infrastructure on Botley Road and access to paths to the rear connecting to North Hinksey and Osney Mead. Once inside the retail park, it is a car dominated area and a difficult environment to navigate on both foot or bicycle.

Key principles across the area

- Create high-density urban living with good provision and access to public open space
- Maintain a vibrant mix of uses
- Refers to the West End SPD
- Contribute to the knowledge economy
- Enhance public realm opportunities particularly around the waterways.
- Enhance accessibility and permeability of the area through good pedestrian and cycle links
- Support the redevelopment of Oxford railway station to create an easy and attractive transport interchange between rail, bus and active travel

- Reduce car parking to make more efficient use of land
- Careful consideration of heights of buildings, being mindful of views into and out of the historic core
- Careful consideration of the landscape setting of Oxford.

Sites within the area of focus for minimum housing numbers, key principles

- Oxpens – minimum no of units for residential development plus employment land to be delivered on the site
- Osney Mead - employment led plus some residential
- Oxford Railway Station and Becket Street Car Park – mixed use scheme alongside transport hub
- Island Site, the land between Park End and Hythe Bridge Street mixed use scheme
- Worcester Street Car park mixed use scheme
- Oxford Centre for Innovation – economic uses
- Botley Road Retail Park - economic uses.

Options

Preferred Options:

- A. Designate area of focus ensuring policy sets out the relationship of this area to its landscape setting, sustainable locations as served by both road and rail and seek to ensure alignment with West End SPD principles
- B. Include detailed site development guidance for sites listed

Alternative Option:

- C. Include a different combination of sites within the area of focus or for different mixes

Alternative Options (considered detrimental):

- D. Do not designate the area of focus
- E. Do not allocate sites within the area of focus

CENTRAL AND WEST AREA PROPOSED DEVELOPMENT SITES OUTSIDE OF AREA OF FOCUS

Site name and address and HELAA Number	Existing use and type of location	Consideration for allocation including constraints and landowner intention	Options
Canalside Land Jericho HELAA #11	Former boat yard, suburban area	Landowner interested in residential scheme, boat yard, community centre and public square	A. Allocate for mix of uses B. Do not allocate
Faculty of Music HELAA #21	Administrative and educational uses, city centre location	Landowner interested in residential use if uses move to the ROQ	A. Allocate for residential and educational uses B. Do not allocate
Manor Place HELAA #31	Former tennis courts, abandoned allotments and an orchard. Very sensitive location as it is close to Holywell Cemetery and within the Central Conservation Area	Landowner interest in residential development	A. Allocate for residential development B. Do not allocate
Oriel College Land at King Edward Street and High Street HELAA #44	Retail and office uses City Centre	Student accommodation and or residential development and town centre uses	A. Allocate for mix of uses B. Do not allocate
Sites adjacent to the east of Osney Bridge to the north and south of Botley Road HELAA #613	Riverside Hotel and adjacent area, edge of city centre	Landowner interest in residential development. It depends upon the policy position in the draft plan about the protection for hotels.	A. Allocate for residential B. Do not allocate C. Continue to protect hotels
Site to the south of Cripsey Place HELAA #614	Residential area with scope for redevelopment, suburban area	Landowner interest in redeveloping area with higher densities	A. Allocate for residential B. Do not allocate because landowner interested in only student accommodation



Osney Warehouse and St Thomas School HELAA #616	Buildings currently used by a range of SMEs and arts organisations	Landowner interest in redeveloping area for residential and other uses	A. Mixed use development B. Do not allocate C. Allocate for employment
St. Stephen's House, 17 Norham Gardens HELAA #609	Currently in use as student accommodation Suburban area	Landowner interest in redeveloping for student accommodation and academic uses	A. Allocate for residential (student accommodation) and academic use only B. Do not allocate
1-3 Cambridge Terrace HELAA #611	Site currently in employment (office) use. Located within City Centre	Landowner interest in redeveloping for student accommodation and employment uses	A. Allocate for mixed use. B. Allocate for residential (student accommodation only). C. Allocate for employment D. Do not allocate



CITY-WIDE INFRASTRUCTURE NEEDS

8.15 Oxford's small compact nature means that infrastructure needs for the city do not always fall neatly into one of the four areas and some infrastructure needs are city wide. This is particularly so in the case of digital infrastructure, cycling and public transport schemes.

PRIMARY HEALTHCARE

8.16 We recognise that many of the primary care facilities are poorly suited to the needs of patients, and we expect the Berkshire Oxfordshire Buckinghamshire Integrated Care System (BOBICS) to produce a clear set of priorities for the city which will be incorporated in the final version of the local plan. Discussions with the ICS will continue throughout the plan making process to ensure the appropriate level of provision to meet need is properly addressed.

UTILITIES AND DIGITAL

8.17 We are aware that over the coming years there is likely to be a greater demand for electricity usage in the city, such as to heat our homes (as we transition away from fossil fuel heat systems) as well as to charge electric vehicles, and this could put additional burdens on the power grid. If new development is to come forward in a timely manner, there must be sufficient electricity available to provide for the city's additional needs and to enable decarbonisation of the built environment. Promoting decentralised power systems through onsite renewable energy generation wherever possible could help to reduce burdens on the wider grid, but another key focus in preparing the Local Plan 2040 is on continuing to undertake early and ongoing engagement with utility providers, allowing them to proactively plan to meet the demand generated by new development and enable the wider shifts in electricity usage that will be necessary for the transition to a net zero city.

8.18 For digital infrastructure, Oxfordshire County Council now recommends that planning policies require the provision of fibre connectivity in new development – it is recommended that this is included in the new Local Plan, subject to it being demonstrated to be viable.

8.19 Alongside physical connections throughout the city, digital connectivity is of increasing importance to how we live, work and communicate with each other. Strong, high quality digital infrastructure can also support jobs and businesses, particularly technology and research, which form a strong part of Oxford's economic profile. Digital access (or lack of it) was an issue that was highlighted by the recent covid pandemic and social distancing, which has brought about a greater shift towards home working for many, as well as greater reliance on internet connectivity for other practices such as learning and shopping. Despite the increased shift to digital ways of connection, there are still communities who do not benefit from high quality digital connectivity, particularly those in more deprived areas of the city.

8.20 National policy and supporting guidance emphasise how local authorities should support high quality digital/ communications infrastructure which reduces the need for locally set policies as any local policy would be unlikely to add much variation on this, thus our preference would be not to have a specific local policy. Where there are specific local contextual issues arising from new infrastructure, e.g. heritage or biodiversity, the relevant policies elsewhere in the plan would ensure any specific concerns in relation to these topics are addressed. Regarding digital connectivity in residential developments, we would wish to ensure that new developments consider digital connectivity by including this as a principle within the design checklist rather than having a specific policy.

POLICY OPTION SET DS1: DIGITAL INFRASTRUCTURE

- a Option for policy approach**
Not having a specific local policy, rely on national policy or future national development management policies but include digital connectivity with the design checklist.

+ Potential positive consequences of the approach
The NPPF has set out important and extensive advice and guidance in relation to digital communications equipment and how applications involving this are to be treated.

Any local policy is unlikely to add much variation on these issues, other than flagging local context that may need to be considered as part of their design.

- Potential negative/neutral consequences of the approach
Does not include any reference to Oxford context such as Smart City and Oxford - Cambridge Arc.

Related options, conclusion

Preferred Option

- b Option for policy approach**
Have a specific policy, setting out requirements for the provision of digital infrastructure on all new development to meet average digital connectivity needs for all occupants (including working/learning from home). Policy would set out expectations in relation to full-fibre broadband connection; the need for appropriate flexibility with the design of infrastructure to enable occupants to utilise a range of operators and to build in resilience to future changes in market/technology.

+ Potential positive consequences of the approach
This approach would extend the requirement to all new development (not just majors).

Current policy has been effective and worked well according to the Oxon Digital Infrastructure Partnership. Properly responds to NPPF advice.

- Potential negative/neutral consequences of the approach
There are still some pockets of the city which are poorly served by broadband and therefore certain parts of Oxford could be disadvantaged.

Related options, conclusion

Alternative Option





c Option for policy approach
 Going further than required by the NPPF, supporting the future-proofing of full fibre & 5G. Working with the Digital Infrastructure Partnership (DIP) and linking with the Smart City concept and Oxford's Economic Strategy.

+ Potential positive consequences of the approach
 Will seek to address areas of poor coverage, understand spatially these locations. Opportunity to link provision with 'social inclusion' agenda. Provides greater Oxford specific context. Benefits in linking with Smart City concept and Oxford Economic Strategy and importance of digital infrastructure to serve the city's key sectors and areas of deprivation. Some new providers are interested in focusing provision in areas of deprivation.

- Potential negative/neutral consequences of the approach
 The delivery of digital infrastructure is significantly dependent on the DIP and key providers and the investment from the private sector.

Related options, conclusion
 Alternative Option



d Option for policy approach
 Set out that permission will be granted for new electronic communications.

Infrastructure where evidence addresses issues such as: rationale for location; accordance with national policy; no adverse impacts of design on sensitive areas (e.g. heritage, ecology, green belt); no adverse impacts on health; no adverse interference with existing infrastructure or telecommunications signals.

+ Potential positive consequences of the approach
 Explicitly sets out a positive stance towards improving the quality and capacity of electronic communications infrastructure in line with national policy, but ensures that this happens carefully, with consideration of important issues that could otherwise bring harm to the environment, existing infrastructure/communications signals and people's health and wellbeing.

- Potential negative/neutral consequences of the approach
 This policy wording is likely to be repetitive of national policy, a lot of the issues highlighted are already set out in national policy and will likely be transposed into national development management policies.

More specific, local considerations around design and how this impacts sensitive areas e.g. heritage, ecology or green belt could be addressed through those specific policies.

Related options, conclusion
 Alternative Option (considered detrimental)



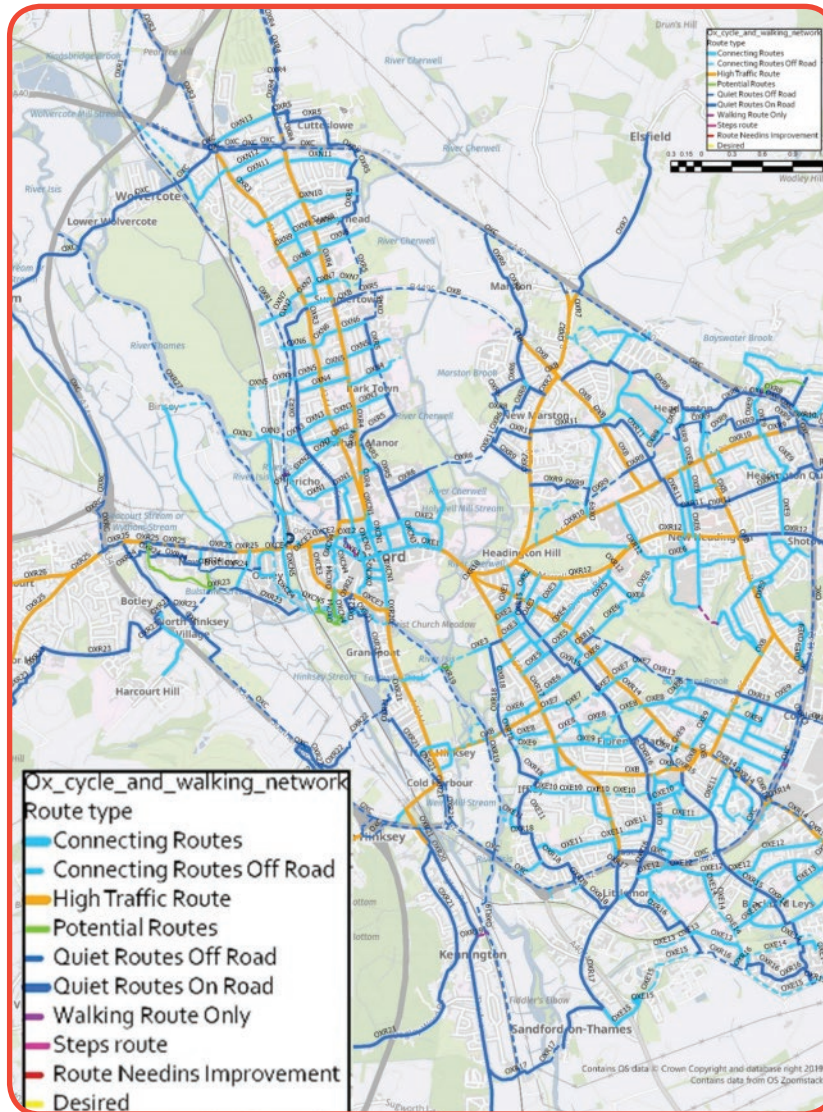


Figure 8-8: Oxford Cycling and Walking Network for Local Cycling Walking Implementation Plan

CYCLING AND WALKING

8.21 Figure 8-8 below shows the existing and proposed cycling and walking network in the city. (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel>). This is key infrastructure that needs to be delivered over the Plan period if the target of modal shift away from the private car is to be realised.

PUBLIC TRANSPORT

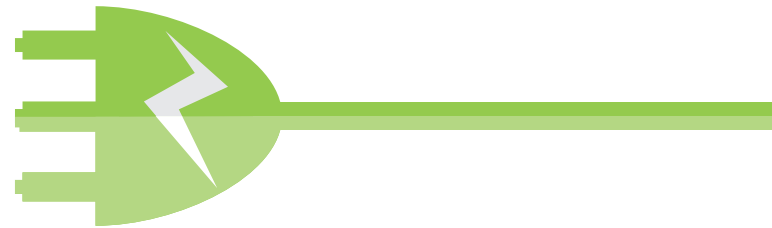
8.22 Public transport across Oxford is being prioritised by the City Council's support for 'Core Schemes', input to the three-year Enhanced Bus Partnership and introduction of a new fleet of battery-electric buses, part-funded by the Government's ZEBRA grant. There are three elements to the Core Schemes; expansion of the ZEZ pilot to cover the whole city centre, introduction of a workplace parking levy and implementation of six traffic filters at key points on the bus network. Consultation on the expanded ZEZ and WPL will take place over the autumn and a Cabinet decision is scheduled for spring 2023. The WPL is subject to Secretary of State approval and will therefore not come into effect before 2024. Given the pressing need to order 159 new buses by the end of December, it is proposed to progress the traffic filters by use of Emergency Traffic Regulation Orders. The new buses will be delivered into service between October 2023-April 2024.

EDUCATION (SEND AND SECONDARY)

8.23 Oxfordshire County Council has indicated that there are new SEND schools being provided elsewhere in the county at present, which will in part serve Oxford city, and there is limited scope to provide new SEND provision within Oxford at the current time. It is also understood from discussions with Oxfordshire County Council that there is sufficient capacity within the city's secondary schools to meet the needs of housing growth within the city's boundaries.

OXFORD ELECTRIC VEHICLE INFRASTRUCTURE CHARGING STRATEGY (OXEVIS)

- 8.24 This strategy sets out the electric vehicle (EV) charging infrastructure Oxford will need between now and 2040, to enable those dependent on car use who live, work and visit the city to switch to electric vehicles. This strategy is needed to support the Government's announcement to stop sales of new petrol or diesel cars and vans by 2030. It will be undertaken to keep in step with the city's ambition to achieve its net zero carbon target by 2040.
- 8.25 The Strategy adopts the Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS), including a solutions hierarchy aimed at keeping pavements accessible. OxEVIS contains a commitment to support the highways authority in the delivery of cable channels and other safe pavement crossing solutions to support suitable households without dedicated offstreet parking to charge a vehicle parked on the highway from a home charging unit. Defined policy options will be developed under the implementation plan by the end of FY2023. This will include a commitment to make infrastructure available within a reasonable walking distance for Oxford households.
- 8.26 There are no specific policy options around the provision of EV charging in new development as this is now required by the updates to the building regulations.





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OXFORD LOCAL PLAN 2040

