

Oxford Core Strategy 2026

Adopted 14th March 2011



Building a world-class city for everyone

- 3.4.19 The West End Partnership (comprising the City Council, County Council and SEEDA) is firmly established and has been pivotal in driving forward the West End's renaissance thus far. The West End Executive, with its steering-group members, will continue to work towards fulfilling the vision. The City and County Councils will play important roles in the West End's renaissance. Both authorities own much land in the area and are committed to using their land holdings for the wider benefit of the area. They also play other roles in fulfilling the vision, including that of the County Council as the highway authority and local education authority, and the City Council as local planning authority. Other functions of both the Councils will also be important in the implementation of projects paid for by pooled contributions.
- 3.4.20 The West End partnership has a vision for a primary school at the heart of the West End community. This will require a suitable site and full funding. The partnership will seek to achieve this, with funding in the first place through developer contributions and through other appropriate sources.
- 3.4.21 A Flood Risk Management Plan will be prepared to ensure that an appropriate level of safe access is provided in the area during times of flood.
- 3.4.22 Stakeholder involvement has been crucial in developing the AAP, and the Partnership will continue to build on this by further involving and consulting on future aspects of the West End project.

Northern Gateway

Vision

- 3.4.23 The vision for the Northern Gateway is to create an employment-led development (Class B1 use), which will build on the strengths of Oxford's economy in the key sectors of education, health, research and development, and knowledge-based businesses. Although these clusters are well established in Oxford, support is needed if they are to continue to make a significant contribution to the national, regional and local economy (as a Diamond for Investment and Growth). The development of the Northern Gateway offers the opportunity for existing and new firms to relocate and ensure that Oxford's economy continues to grow. There is scope for some complementary uses, which may include the relocation of the emergency services, residential, retail and hotel use; to enhance the sense of place and add vitality and sustainability.

Area Appraisal

- 3.4.24 The Northern Gateway is situated immediately east of the A34 and is bisected (north-south) by the A44 and (east-west) by the A40. The principal

¹² A Character Assessment of Oxford in its Landscape Setting (2002)

opportunities for development are two key parcels of land on either side of a dual-carriageway section of the A44, which are identified as Safeguarded Land in the adopted Local Plan. The larger section of some 11.5ha lies on the west side of the A44, with the smaller section of some 4.5ha to the east of the A44.

- 3.4.25 The main land uses in the area include agricultural grazing, the Pear Tree Park and Ride site and the service area. The wider area also includes a range of commercial enterprises, close to the Wolvercote roundabout, and the Oxford Hotel on the southern side of the A40. There is a small area of Green Belt land at Pear Tree Hill Farm and a larger area of Green Belt land adjacent to the Oxford Hotel.
- 3.4.26 It is particularly important to take an overall approach to the planning of the Northern Gateway area, given its strategically important position at the northern entrance to the city, where it offers the opportunity to create a high-quality gateway to Oxford, and the proposals for transport improvements in this locality as part of Oxfordshire County Council's 'Access to Oxford' proposals (see Policy CS13 and 14 for details).
- 3.4.27 The land is entirely in Flood Zone 1 and the area was assessed as having low landscape quality, biodiversity interest and historic integrity in A Character Assessment of Oxford in its Landscape Setting¹². Despite this, the area is in a visually sensitive location, at the gateway to Oxford from the north. It also forms a setting to Wolvercote Conservation Area, historic Goose Green and the Thames floodplain and for these reasons its sensitivity may be described as moderate. Goose Green is a registered common and is an important open space in the area, which needs to be protected from development.
- 3.4.28 A Phase 1 Habitat Survey was carried out on the Safeguarded Land west of the A44 and the Green Belt land south of the A40. This found the area to be dominated by improved fields with a network of generally species-poor hedgerows and scrub, of local value. Development south of the A40 could directly and indirectly affect the Meadow/Oxford Canal Marsh County Wildlife Site/Site of Local Importance for Nature Conservation. The survey recommended that development should avoid the part of the site that falls within this designation, and also avoid indirect impacts on the site¹³. The area is home to breeding bird species associated with farmland and woodland fringe¹⁴.
- 3.4.29 An ecological appraisal of the Safeguarded Land east of the A44 found no evidence to suggest that the site supports ecological interest sufficient to prevent the principle of development¹⁵.
- 3.4.30 The Northern Gateway area is around 500 metres from the Oxford Meadows SAC at the nearest point. The Habitats Regulations Assessment carried out for the Core Strategy identifies that groundwater flow from the North Oxford Gravel terrace may have an important role in maintaining water

¹³ Pear Tree, Oxford: Phase 1 Habitat Survey (2007) WSP

¹⁴ Pear Tree, Oxford: Bird Report (2007) Arlington Development Services Ltd

¹⁵ Pear Tree Lane, Oxford: Ecological Appraisal (2008) Waterman CPM

¹⁶ Habitat Regulations Assessment (2008)

¹⁷ Sustainability Appraisal Report (2008)

¹⁸ Oxford's Employment Land Study (2006)

levels in the Wolvercote Common/Port Meadow area of the Oxford Meadows SAC¹⁶. It is important, therefore, that new development at the Northern Gateway includes provision for sustainable drainage. This must be included in the master planning of the site.

- 3.4.31 The main options considered for the Northern Gateway were residential or employment-led developments. Residential development would generate less peak-hour traffic than employment and would contribute towards meeting Oxford's pressing housing needs. However, residential development is probably where integration with the surrounding area and facilities matters most, both in terms of strengthening communities and accessing facilities. Linking the Safeguarded Land with its surroundings presents major challenges, particularly in the way it is cut off by the Oxford-Bicester railway line and the road network. New housing could be restricted by the transport infrastructure, and segregated from the wider neighbourhood.
- 3.4.32 Also, the quality of the residential environment would be affected by problems such as noise and poor outlook, because of the nearby roads and railway. Some housing may be less severely affected by road traffic noise, but overall the site is not considered suitable for a residential-led development¹⁷.
- 3.4.33 The site is considered to be suitable for employment-led development. The *Employment Land Study 2006*¹⁸ identified the Safeguarded land at Pear Tree as the "principal opportunity to meet Oxford's future employment needs".
- 3.4.34 The main constraint to development relates to access and traffic generation. The Northern Gateway area experiences significant peak-hour congestion and the County Council has developed proposals for highway improvements as part of the 'Access to Oxford' package. The highways and transport mitigation measures will need to be resolved before any development takes place. Since 2006 the City Council has worked in partnership with the Northern Gateway Consortium of landowners, the Highways Agency, and Oxfordshire County Council on a detailed evaluation of transport impacts relating to the Northern Gateway site, based on an area-specific traffic impact model¹⁹.

Relationship to the Spatial Strategy

- 3.4.35 The Core Strategy promotes 'managed economic growth' in line with Oxford/Central Oxfordshire's role as a 'Diamond for Investment and Growth', in the Regional Economic Strategy²⁰. It also reflects Oxford's importance within the Central Oxfordshire sub-region in the South East Plan.
- 3.4.36 An important element of this policy approach is an adequate supply of employment land to site the new jobs that will build on Oxford's strengths. The Northern Gateway is the main new strategic land allocation, which is

¹⁹ Background Paper D(ii): Transport and Accessibility

²⁰ Regional Economic Strategy (2006) SEEDA

²¹ Oxford's Employment Land Study (2006)

critical to the delivery of Oxford's spatial strategy. An assessment of new employment sites by consultants in Oxford's Employment Land Study showed that there is no alternative suitable or available site to meet the identified employment need. The study indicated that allocating the Pear Tree site for employment use would just meet the minimum land requirement under the 'business as usual' scenario. The study assessed the suitability of each of the three Safeguarded sites using a range of criteria, and scored Pear Tree the highest compared to Barton and Summertown. The consultants stated: *"overall accessibility, prominence and limited constraints make this a highly suitable site for a range of employment uses"*²¹. No sites have been identified, other than the Safeguarded sites, that would be large enough to meet the needs identified in the Employment Land Study.

- 3.4.37 The Northern Gateway is the only site which is suitable and available, and is therefore the preferred location to accommodate future employment needs during the plan period.
- 3.4.38 Given the shortage of available land, it is important that economic development at the Northern Gateway builds on Oxford's inherent strengths. Policy CS6 sets out criteria to ensure that employment proposals are well related to Oxford's economy.

Key outputs

- Make a positive contribution to the urban design quality in the area and create a Northern Gateway to the city.
- Provide B1 office floor space related to Oxford's key strengths in science and technology, research and development, and/or non-teaching university development.
- The B1 floorspace would have an overall limit of 80,000m², which would be phased so that a maximum of 20,000m² by 2016, and a maximum of 55,000m² by the end of the Core Strategy period 2026. The remainder would only be deliverable beyond 2026.
- Provide around 10,000m² for the relocation of Oxford's emergency services, improving response times and freeing up city centre land for redevelopment.
- Provide complementary uses such as shops and cafes up to a maximum of 2,500m².
- Provide leisure / hotel use of around 7,450m².
- Provide complementary residential development (200 units).
- Promote sustainable travel choices and improve accessibility to the area.
- Mitigate the potential impact of development on the strategic and local road network, particularly the A34 and A40.
- Promote energy conservation and the use of renewable energy as an integral element of the development.
- Mitigate the potential impact of development upon the Oxford Meadows Special Area of Conservation.

Policy CS6

Northern Gateway

The Northern Gateway is allocated as a strategic location to provide a modern employment-led site with supporting infrastructure and complementary amenities. Planning permission will be granted for principally Class B-related activities (55,000m²), which must satisfy at least one of the following criteria:

- a. directly relate to Oxford's key sectors of employment of science and technology research, education, biotech and spin-off companies from the two universities and hospitals;*
- b. provide additional research and development facilities;*
- c. build on Oxford's established and emerging 'clusters';*
- d. comprise spin-off companies from the universities or hospitals; or*
- e. provide an essential service for Oxford, or the knowledge-based infrastructure.*

Development for Class-B uses will be brought forward in two phases:

- a maximum of 20,000m² to be occupied by 31st March 2016;*
- a maximum of 55,000m² to be occupied by 31st March 2026.*

The complementary uses could include any of the following:

- an emergency services centre (10,000m²);*
- residential dwellings (200 dwellings);*
- small retail units (of an appropriate local scale up to a total floorspace of 2,500m²);*
- a hotel (120-180 beds) and related leisure facilities.*

Development proposals will be expected to incorporate a balanced package of transport mitigation measures, including capacity improvements and highways and demand management measures to complement the Access to Oxford improvements to the northern approaches. Development is dependent upon the securing of measures designed to mitigate the impact on the local and strategic road networks, acceptable to both the Highways Agency and Highways Authority. The mitigation measures must be implemented in accordance with the agreed phasing, with full implementation prior to the occupation of the final development phase.

Development proposals will be expected to incorporate sustainable drainage systems or techniques.

Delivery and partnership

3.4.39 An Area Action Plan will bring this land forward. The Northern Gateway AAP will:

- provide the framework for the master planning of the area, which allows stakeholders and the local community the opportunity to influence the design of the 'Northern Gateway' to Oxford, and positively create a sense of place that will help to define this area of the city;
- define the precise boundaries of the development site, the precise mix of uses to be provided and the form/layout of development. It will also consider potential regeneration benefits to adjacent parcels of land, such as the service area and the Park and Ride site;
- include a highly focused inner Green Belt boundary review of adjoining land, which will consider whether exceptional circumstances exist to justify the release of Green Belt land;
- mitigate the potential impact of development on the strategic and local road network, particularly the A34 and A40, through highways and demand management mitigation measures that complement 'Access to Oxford' improvements to the northern approaches;
- develop measures to avoid and mitigate the potential impact of development upon the Oxford Meadows Special Area of Conservation.

3.4.40 The Council will require the Area Action Plan to be supported by a full hydrological risk appraisal to demonstrate that there will be no change in the hydrological regime of Oxford Meadows SAC, in terms of water quantity or quality. This will form part of an Appropriate Assessment which will be undertaken for the Area Action Plan to meet the requirements of the Habitats Regulations. The current groundwater recharge will be maintained, including the incorporation of sustainable urban drainage systems, such as porous surfacing, grassy swales and infiltration trenches.

3.4.41 The Area Action Plan must also be supported by more detailed air quality modelling and analysis to show that there will not be any localised adverse effects on the integrity of the SAC resultant from construction or increased road trips on roads within 200m of European sites.

3.4.42 The Area Action Plan must also be supported by an assessment to show that there will not be any effect on the integrity of the SAC from recreational pressure arising from the development.

3.4.43 If the results of these further assessments show that part of the Strategy cannot be delivered without adverse impacts on Oxford Meadows SAC, which cannot be fully mitigated, then the plan will only make provision for level and location of development for which it can be concluded that there will be no adverse effect on the integrity of the SAC, even if this level is below that in the strategic allocation.

3.4.44 The Northern Gateway Steering Group will bring together a range of key stakeholders, including the Northern Gateway Consortium (landowners/developers), the City Council, Highways Agency and Local Highway Authority. This group will work with the local community to deliver the development of this site. The Northern Gateway Transport Strategy will be developed and delivered in partnership with the Highways Agency and the County Council to reduce the need to travel, promote sustainable travel choices and accessibility, and link with the wider 'Access to Oxford' proposals to mitigate the potential impacts of the new development.

Land at Barton

Vision

3.4.45 The vision for Land at Barton is to deliver 800-1,200 new homes, significantly helping to address the need for new housing within the city. These new houses will be of mixed size, type and tenure to create a strong and balanced community. The new community will have easy access to the range of services and facilities required to create an attractive and sustainable residential environment. The new community will be well integrated with the rest of the city and in particular with the neighbouring residential areas of Barton and Northway. Development of Land at Barton will also help to stimulate regeneration of the neighbouring Barton and Northway estates.

Area Appraisal

3.4.46 The area referred to as Land at Barton lies immediately to the west of Barton estate. It consists mainly of agricultural grazing land, but also includes allotments, sports pitches and an electricity substation. The total site area is 36ha, of which some 23.5ha is likely to be developable once the allotments, public open space and an area of floodplain adjoining Bayswater Brook have been excluded. The land is owned by the City Council, apart from an area of approximately 3.7 hectares adjoining the substation, which is owned by Scottish and Southern Energy. Excluding the boundary with the Barton estate, the site is separated from the rest of Oxford by the A40 ring road. It will be a difficult challenge to integrate development on this site into the wider community because of the access issues and the 'severance' effect of the A40.

3.4.47 *The Character Assessment of Oxford in its Landscape Setting* noted that the area is important to the setting of Headington. However, it found that fragmentation of the area by the northern by-pass, the invisible course of the river and the lack of floodplain features means the integrity of the landscape has been lost and landscape quality is perceived as moderate²². While the comments about this area's rural character are noted, given the

²² A Character Assessment of Oxford in its Landscape Setting (2002)

²³ This report comprises an extended Phase 1 habitat survey of the site and detailed Phase 2 botanical surveys, bird surveys and various species surveys.

²⁴ Oxford Strategic Flood Risk Assessment (2008)

²⁵ Strategic Housing Land Availability Assessment Update Report (Oxford City Council) April 2009

severe shortage of available land for development in Oxford, this is not considered to be of such intrinsic importance as to prevent any future development. The Barton area is known to have potential for prehistoric and Roman archaeology, which will require assessment.

- 3.4.48 An ecological report²³ identified some features within the site which would merit retention, enhancement or restoration as part of any development. These include Bayswater Brook on the northern boundary, which is designated as a SLINC. This would need protecting with an appropriate buffer zone, probably in the form of a linear nature park. However, the survey work did not find any major constraints on development.
- 3.4.49 The Strategic Flood Risk Assessment shows that 90% of the site is in Flood Zone 1, with approximately 10% (adjoining Bayswater Brook) in Flood Zone 3b (functional floodplain)²⁴. The area in Flood Zone 3b could be set aside as a linear nature park, as suggested in the ecological report. A site-specific Flood Risk Assessment will be needed at a later stage.

Relationship to the Spatial Strategy

- 3.4.50 The delivery of 800-1,200 new homes on Land at Barton is a key element in the delivery of the spatial strategy. The update to the Strategic Housing Land Availability Assessment²⁵ considered that Land at Barton was a developable site for years 5-10 of the assessment (2013-2019) and could provide around 1,000 houses. In the SHLAA the 1,000 houses projected for Land at Barton comprises some 65% of those identified for the period 2014-19. Without Land at Barton it would clearly be very difficult to find enough sites to accommodate the level of housing growth required for Oxford.
- 3.4.51 The location of this site adjoining the Barton estate and opposite the Northway estate, two of the City Council's priority areas for regeneration, presents an opportunity for development to act as a catalyst for a wider estate renewal scheme in those areas. New development could help significantly in terms of the physical integration of the new development with the existing estate; the provision of new access routes and community facilities; and the potential for new residents to help sustain existing shops and services.
- 3.4.52 In particular the sense that the existing Barton estate is isolated from the rest of the city could be reduced by providing a further new footbridge across the A40, or improvements to the existing underpass between Barton Village Road and the Headington borders, or both.

Key outputs

- to deliver 800-1,200 new homes;
- to deliver a balanced mix of housing in terms of the size, type and tenure of dwellings;
- to deliver a new multi-purpose community building based around a new primary school on site, and access to secondary education;
- to provide access for new residents to the appropriate services and facilities, to include in particular:
 - access to secondary education;
 - social and community facilities;
 - new or extended bus services;
 - green space enhancement;
 - primary health-care facilities;
- to integrate development on this site into the wider community (this could include a new bridge over the A40, giving bus, cycle and pedestrian access into Northway and Headington);
- to mitigate noise from the A40 to provide good-quality living conditions;
- to protect Bayswater Brook (designated as a Site of Local Importance for Nature Conservation (SLINC)) and the adjoining area of floodplain;
- to link the new development with the established estate. An area of public open space equivalent to the current area will be retained, even if such a link is taken through the existing area;
- to retain the existing allotments;
- to provide additional publicly accessible open space to reflect the needs of the new residents.

Policy CS7

Land at Barton

Land at Barton is allocated as a strategic location for a predominantly residential development. Planning permission will be granted for 800-1,200 dwellings, and infrastructure and amenities to support the new community (including a new primary school). Development will be required to deliver access improvements that integrate it into the wider community and stimulate regeneration in Barton and Northway.

Development proposals will be expected to retain the existing allotments and an area of public open space equivalent in area to what currently exists, and to incorporate additional publicly accessible open space and an appropriate buffer zone to Bayswater Brook and the A40.

Delivery and partnership

3.4.53 An Area Action Plan will bring this land forward. The Barton AAP will:

- facilitate detailed work with a range of different stakeholders and local residents;
- define the precise boundaries of the development site;

- set out the precise mix of uses to be provided and the form/layout of development;
- include measures to integrate the development with the existing Barton estate and the rest of Oxford;
- include measures to mitigate the potential impact of development on the strategic and local road network, particularly the A40;
- provide a detailed infrastructure plan;
- provide detail on matters of flood mitigation, green infrastructure and biodiversity;
- consider how to use the development of the greenfield site to stimulate the regeneration of Barton and Northway estates and provide good links between them; and
- provide for the timely funding and delivery of the necessary community facilities required to meet the needs of the development.

3.4.54 The City Council is working with the Homes and Communities Agency (HCA), which has indicated that it is keen to assist in bringing forward this site for a residential-led development.

What is our contingency plan?

Housing contingency

3.4.55 It is important that we continue to meet our housing targets as set out in the South East Plan. Land at Barton would bring wider regeneration benefits to existing areas of Barton and Northway and is expected to contribute significantly to our housing targets. As the Core Strategy covers a period from 2006 to 2026, unforeseen factors could prevent this site, or any other sites identified in the Site Allocations DPD, from coming forward for development. We would then need to find other ways of maintaining a rolling five-year housing land supply in future years.

Land at Summertown

Vision

3.4.56 The vision for land at Summertown is for a longer-term residential development. The site is not available at present but could be released later in the Core Strategy period. The site offers potential for a good residential development in a sustainable location close to the district centre. The new residents would be well integrated into the city, with good access to the range of services that are required for a sustainable residential community.

Area Appraisal

3.4.57 This land adjoins Summer Fields School and totals about 17ha, of which around 8ha is currently occupied by protected open space (private school

²⁶ A Character Assessment of Oxford in its Landscape Setting (2002)

The Cherwell Local Plan 2011 – 2031

your place • your space •
your look • your say



Part 1
Adopted 20 July 2015

July 2015

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

C.4 Kidlington

C.218 Kidlington is both an urban area and a village. Its built-up area includes part of Gosford and Water Eaton Parish. Its village centre is the smallest of the three urban centres in the District, and primarily serves the local area.



C.219 The village centre is compact and includes both the High Street and a parade running south along the A4260 Oxford Road. There is a small arcade, the Kidlington Centre, located off the High Street opposite Sterling Road Approach. Within or adjacent to the Centre are a number of local services including the library, health centre and Exeter Hall.

C.220 Local organisations within Kidlington have worked to prepare their own spatial strategy for the village and have identified a vision for how the centre should grow and evolve. At the heart of this is a perception that Kidlington is failing to achieve its full potential despite its size. The main issues that have been identified are as follows:

- defining robust boundaries for the village centre to allow for future growth

- improvements to the public realm
- creating stronger links between various uses including Exeter Hall which lies over 200 metres from the shops on the High Street.

C.221 The Local Plan will be supported by a 'Framework Masterplan' for Kidlington which is being prepared as evidence to inform future work on non-strategic site allocations or which could be used to inform a Neighbourhood Plan. The Framework is being used to examine local issues and options in more detail with a view to meeting Local Plan objectives to 2031 and identifying specific development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The Framework also presents an opportunity to identify longer term issues for future Local Plan reviews.

C.222 Due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought.

C.223 The Council published a Retail Study (2012) which examines Kidlington's role as a service centre. The village's proximity to Oxford is partly responsible for the relatively low provision of comparison retailers compared with convenience shopping and the Plan looks to strengthen the village centre.

C.224 As an urban area close to Oxford and a number of other villages, Kidlington is surrounded by Green Belt. The Local Plan's housing requirements for the plan period

and the development strategy can be achieved without the need for a strategic review of the Green Belt in the District. The Oxfordshire District, City and County Councils are jointly considering how to accommodate any unmet housing needs arising in the wider Housing Market Area as set out in para B.95. With regard to Kidlington's own needs, policies Villages 1 and 2 provide some opportunity. Small scale affordable housing schemes to meet specifically identified local housing need may also be brought forward through the release of rural exception sites (Policy Villages 3). The Kidlington Framework Masterplan will also identify further opportunities. A Local Housing Needs Study will be commissioned in consultation with Kidlington Parish Council.

C.225 There is potential for Kidlington to have a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment.

C.226 A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. A specific need has also been identified at the Langford Lane area and the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see Policy Kidlington 1: Accommodating High Value Employment Needs).

What will Happen and Where

Strategic Development: Kidlington 1 - Accommodating High Value Employment Needs

C.227 Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals. Langford Lane has in recent years become a location for a wide range of commercial uses. The proposals in this Plan aim to improve the quality of the employment offer and, in doing so, establish a new gateway at this northern entrance to Kidlington.



C.228 Over the medium to longer term, progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining London-Oxford Airport. All proposals will need to be considered against Policy SLE1.

C.229 The Employment Land Review identified a need for additional land to be allocated for employment use at Kidlington. It is recognised that Kidlington has a very different economic role from the other villages in the District, and accordingly, the need for more employment land is likely to be higher. However there is insufficient land available within the village (on non-green belt land) to meet this need. The need for employment land to accommodate higher value employment uses in the research and development sector demonstrates exceptional circumstances leading to the need for a small scale review of the Green Belt.

C.230 The University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context Begbroke Science Park is a vital site. The University is moving towards delivery of the remaining phase of its core site; however, once complete, further growth is constrained by the Oxford Green Belt. The amount of scientific research however continues to expand. There are two exceptional circumstances that justify a small scale review of Green Belt boundaries around the Science Park; the location of the Science Park, given the importance of being directly linked to University facilities and the research environment; and the potential for the Science Park to deliver wider benefits for the immediate locale through support for the development of a high-tech cluster and through the wider District with expected growth in scientific research, connecting with local businesses, nurturing enterprise and drawing investment into the District.

C.231 In addition to supporting development of the existing sites above, the Council proposes that a local Green Belt review will be undertaken in preparing the Local Plan Part 2 in the vicinity of London-Oxford Airport and the Begbroke Science Park as illustrated on the Kidlington map. The boundaries shown on the proposals map are indicative only; the review will need to consider exactly how and where the Green Belt boundary will be changed to accommodate employment uses. Any subsequent development proposals will need to have regard to the design and place making principles outlined in Policy Kidlington I below.

Policy Kidlington I: Accommodating High Value Employment Needs

We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:

(A) Langford Lane /Oxford Technology Park/ London -Oxford Airport

(B) Begbroke Science Park

Key site specific design and place shaping principles:

- **Design for buildings that create a gateway with a strong sense of arrival including when arriving from the airport**
- **A Transport Assessment and Travel Plan should accompany any development proposals which should show how public transport links to the area will be improved**
- **A well designed approach to the urban edge, which achieves a successful transition between town and country environments**
- **Development that respects the landscape setting of the site**
- **A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape**
- **Public art will need to be provided for**
- **A development that preserves and enhances biodiversity, with the enhancement, restoration or creation of wildlife corridors**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses**
- **The height of buildings to reflect the scale of existing employment development in the vicinity**
- **Provision for sustainable drainage, including SuDS, in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary**
- **A soil management plan may be required to be submitted with planning applications to ensure that soils will be retained onsite and used where possible.**