



Barton

Area Action Plan

Adopted December 2012



Building a world-class city for everyone

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Foreword

Oxford badly needs more homes.

The city has a vibrant economy: a world-class knowledge-based sector centred on two leading universities and medical research, a large visitor economy and an important manufacturing sector. Housing demand – whether for market or affordable homes – exceeds supply, placing a severe strain on housing in Oxford.

The 36 hectares known as the ‘Land at Barton’ is the largest residential development opportunity in Oxford for many years. It is a once-in-a-generation opportunity to provide a large number of new homes and associated facilities in the form of a thriving and vibrant new community that forms part of our city. Plans and policies do not create communities – people do that. But plans and policies have an important role in shaping places, and the shape of places can foster a sense of community among people.

With this Plan we wish to create a place that has its own distinctive identity and is integrated with the communities around it. We also have the opportunity – and responsibility – to plan in such a way that the existing communities close to the development benefit from the changes that take place. This will be through providing access to new community facilities and other services; through making better links to the rest of Oxford and the surrounding countryside; by returning pockets of neglected land to good use; and by linking local people to the economic opportunities generated by the new development.

Achieving our objectives will not be easy and we have had to make some difficult choices in drawing up this Plan. We hope that the new community will be a place that we – new residents, neighbouring communities and the rest of our city – can all be proud of for many generations to come.

This Plan has been shaped by extensive consultation with a wide range of individuals, interest groups and organisations. We would like to thank all those who have taken the time to give us their views, but particularly the Barton and Northway Working Group who have provided so much advice.

The Land at Barton and its surroundings



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Section 1 Introduction



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Scope and content of the Barton Area Action Plan

- 1.1 Oxford City Council has prepared this Area Action Plan (AAP) to guide future development and change associated with new homes proposed on the north-east of the city on land to the north of the ring-road at Barton. The Barton AAP is a statutory Plan.
- 1.2 The city-wide planning policies that establish the overall framework for the Area Action Plan are set out in the adopted Local Development Framework (LDF) which includes the Oxford Local Plan 2016 and Oxford Core Strategy to 2026. The Barton AAP does not supersede any policies in the Local Development Framework.
- 1.3 The adopted Core Strategy allocates 'Land at Barton' as a strategic location for mainly residential development. Policy CS7 provides for between 800 and 1,200 homes with supporting infrastructure, including a primary school, public open space and access improvements. The Core Strategy confirms that the land will be brought forward through an AAP.
- 1.4 This AAP strongly emphasises implementation and delivery. It sets out:
 - the vision for the Land at Barton
 - how the opportunities presented by the development can be used to ensure that existing neighbouring communities benefit from the changes
 - a series of principles and concepts to guide development
 - specific policies and infrastructure requirements
 - proposals to stimulate regeneration.
- 1.5 Oxford City Council has prepared this AAP in its capacity as planning authority. The City Council has an ownership interest in

The AAP policy framework forms the basis against which future planning applications are judged.

- 1.5 Oxford City Council has prepared this AAP in its capacity as planning authority. The City Council has an ownership interest in

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most of the Land at Barton, as well as being the housing authority and having regeneration and community development roles. It is important to emphasise that the roles of planning authority and landowner are quite separate. As landowner, the City Council has formed a joint venture company with Grosvenor Developments Limited to bring forward the site. This company is Barton Oxford LLP. The land has been transferred to the LLP and the LLP has taken part in the planning process. However, this document has been prepared by the City Council as local planning authority: it sets out, in an appropriate level of detail, the planning policies and proposals for the issues the AAP needs to cover.

- 1.6 The City Council sees the contribution of new housing from the Land at Barton, with associated regeneration, as fundamental to achieving the objectives of its Corporate Plan, the Oxford Sustainable Community Strategy and the Regeneration Framework for Oxford to 2026. Alongside the AAP will be Area Regeneration Plans for Barton and Northway. Together, the AAP and Regeneration Plans will address the Regeneration Framework challenges in terms of 'place and infrastructure' (physical regeneration), 'people' (social aspects) and the economy.

Using this document

- 1.7 The Barton AAP forms part of Oxford's Local Development Framework. The AAP policy approach comprises the policy boxes, text and appendices set out in this document. The Plan should be read as a whole, with all text considered an integral part of the policy approach.
- 1.8 Different policies in this Plan apply to different areas within the AAP boundary. Several of the policies apply to the whole of the AAP area. Other policies apply just to the strategic development site (the Land at Barton), and not to other development sites that may come forward within the AAP boundary. If a policy does not apply to the whole AAP area, this is explained in the

policy itself or the accompanying text. In these instances city-wide policies will apply where the policy in this AAP does not. It is important to read this document alongside policies within the Development Plan as a whole.

- 1.9 A Sustainability Appraisal assessing the significant environmental, social and economic effects of the policies accompanies this document, along with technical and financial background studies.

Section 2

Spatial vision



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We have high aspirations for the Land at Barton and its surroundings. Opportunities to comprehensively plan for a new community and to use the development to stimulate regeneration of existing areas are rare in Oxford. The development of the Land at Barton offers an important opportunity to bring maximum benefits to Barton, Northway and Oxford as a whole.

- 2.1 The development of the Land at Barton will reflect Oxford's status as a world-class city and its drive to become a more integrated and sustainable place. High-quality and inclusive design will ensure that the development is attractive, usable, durable and adaptable – a place where people are proud to live. Mainly residential, and with efficient use of land providing over 800 new homes of mixed tenure, size and type, it will include the range of land uses that form a complete neighbourhood. The development will be a new piece of the city, distinct from other areas but wholly integrated in the fabric of Oxford. It will have its own identity, with a neighbourhood core and open spaces that link the site together, drawing on the adjoining countryside, Bayswater Brook and the Old Headington Conservation Area to help create its own character.

- 2.2 It will be integrated with the neighbouring communities. The stretch of the ring-road between a new junction and the Headington Roundabout will change in character. Lower speeds and less traffic noise could allow development adjacent to the ring-road, reducing its visual dominance and the sense of separation. New development adjacent to the ring-road, Barton Village Road, key open spaces and the countryside will help define and promote a sense of place. Two-sided streets, with new homes facing existing homes, will help integrate old and new. A new linear park along Bayswater Brook, linking to Play Barton in Barton, will include public open space and habitats to enhance local biodiversity. The new development will help people lead healthy lifestyles by encouraging activity and promoting safety.

- 2.3 There will be strong connections between the new neighbourhood and Barton, Northway, Old Headington and the adjoining countryside. Existing footpaths will be enhanced and re-connected and there will be new ring-road crossings for pedestrians and cyclists. A network of pedestrian and cycle connections will link the new community to existing facilities, adjacent areas and other destinations across Oxford. The

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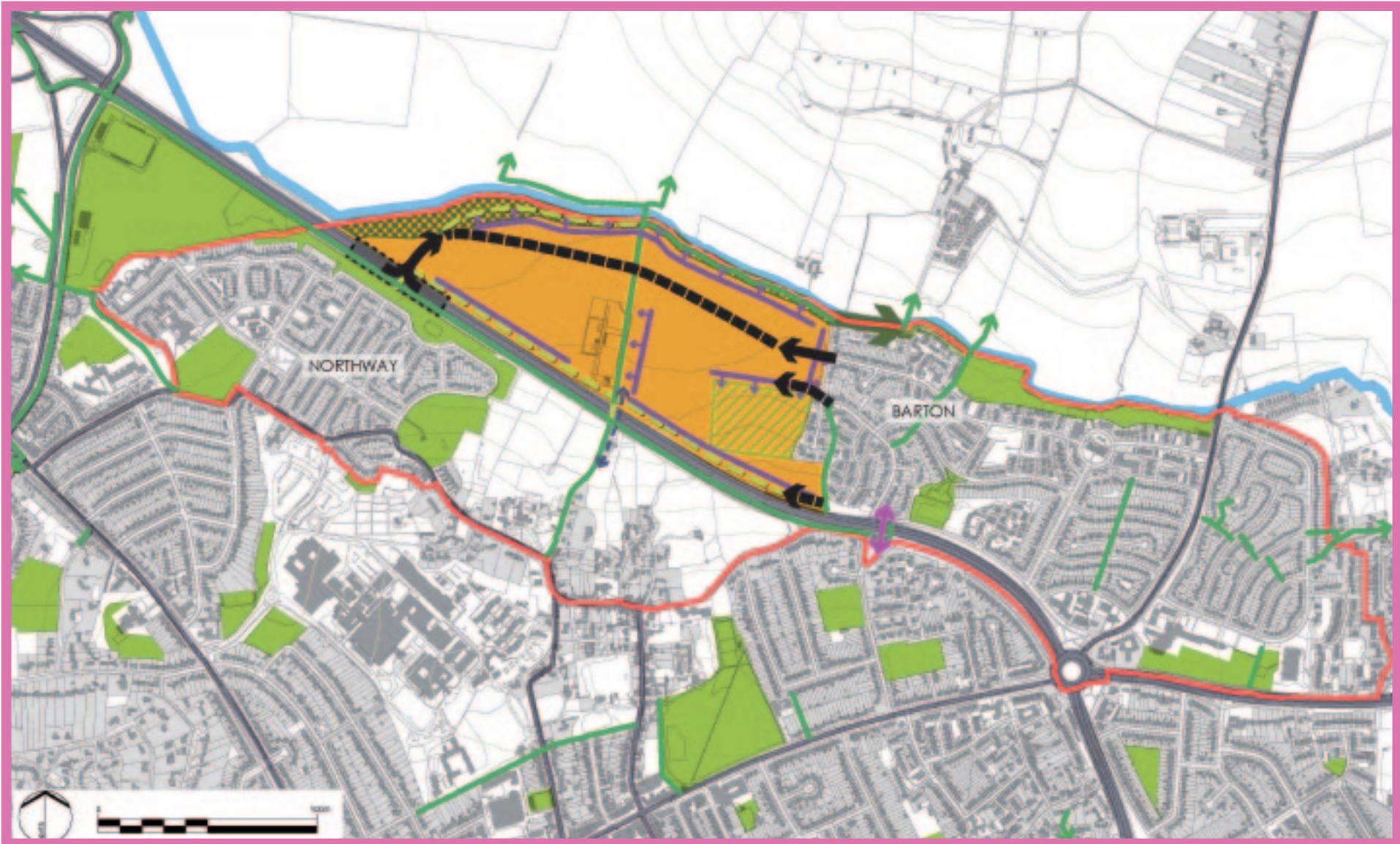
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Map 1: Spatial vision



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Key to Map 1

	Development Site Boundary
	AAP Area
	Bayswater Brook
	A40
	Key Routes
	Indicative Location of Signalised Junction or Roundabout
	Existing Pedestrian and/or Cycleways
	Potential Additional Linkages for Pedestrians and Cycles
	Main Vehicle Access to Strategic Development Site
	Potential Additional Vehicle Access Point
	Indicative Route for Primary Street
	Possible Pedestrian and Cycle Crossing
	Allotment Association Land
	Linear Park
	Open Space
	Potential Frontages
	Existing Pedestrian Subway

network will improve access from Barton to Headington and beyond. Access to schools, community facilities and open space will be improved by ensuring that the facilities in the new neighbourhood are accessible to existing communities.

2.4 Map 1 shows how the policies in this document combine to form the spatial vision for the strategic development site and its surroundings.



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2.5 National Planning Policy Framework

Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

Policy MP1:

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

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

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

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

* Oxford's Local Plan comprises the Core Strategy, West End Area Action Plan, Barton Area Action Plan and saved policies from the Oxford Local Plan 2001-2016. When the Sites and Housing Plan is adopted it will also form part of Oxford's Local Plan.

Section 3 Objectives



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FCB Accordia

This Area Action Plan has five inter-linked objectives. They form the basis for the policies in this document, and they should guide the masterplanning and the preparation and determination of planning applications.

3.1 Deliver a strong and balanced community

- A mix of housing types, sizes and tenures, in the form of good-quality and adaptable homes for young and old, families and single people, people with disabilities and older people and a significant proportion of affordable housing.
- New community buildings designed and managed to deliver an outstanding primary school education alongside a range of social and community uses.
- An environment that promotes community safety, healthy living and well-being.
- High-quality, linked and safe formal and informal open spaces.
- Retail facilities at a scale that will support and complement those in Barton, Northway and Headington.

3.2 Bring wider regeneration of neighbouring estates

- Safer and easier-to-use cycle and pedestrian access between Barton and the rest of Oxford.
- Improved bus connections.
- New neighbourhood facilities and services shared by residents in existing and new communities and acting as a focal point for integration.
- Pockets of under-used or neglected land brought back into use.
- Job and training opportunities such as building apprenticeships.

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3.3 Improve accessibility and integration

- Excellent design, making use of the principles of shared space to encourage cycling and walking on all streets in the development. Comfortable, safe and convenient pedestrian and cycle routes allowing new and existing residents to access and share established and new community facilities.
- Improved and additional links across the ring-road; improved connections to places such as Headington and the John Radcliffe Hospital¹ for those currently living in Barton; and better links to the countryside for existing residents in Headington and Northway.
- Excellent bus services, with extensions to the existing bus services in Barton and Northway or new frequent and reliable services (or both) connecting the new homes and facilities with neighbouring communities and the rest of Oxford.
- Direct vehicle access to the new development from the ring-road, with reduced traffic speeds and therefore noise.
- No private car travel between the new development and Northway, and only secondary access through Barton.
- New frontages and public open space linking the new neighbourhood to its immediate surroundings and the rest of Oxford.

3.4 Encourage a low-carbon lifestyle

- A network of footpaths and cycle ways, with frequent and reliable bus services and easy and convenient access to a range of local services and facilities, to encourage people to walk, cycle and use public transport.
- Street design that encourages walking and cycling throughout the development.
- New homes and buildings that use energy and water efficiently.

- Effective use of renewable and low-carbon energy, with at least 20% of energy needs delivered through on-site renewables or low-carbon energy sources.
- Limited car-parking to encourage low car use.

3.5 Introduce design that is responsive and innovative

- A strong sense of place for the new neighbourhood, with safe, attractive and accessible new buildings, streets and open spaces.
- Character strongly influenced by the setting, topography and natural assets of the area and the townscape of Oxford. Linked green corridors including Bayswater Brook providing open space, pedestrian and cycle routes, sustainable drainage, access to the countryside and enhanced opportunities for biodiversity.



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¹ This hospital occupies a large site just outside the AAP boundary between Headington and Northway. It forms part of Oxford University Hospitals NHS Trust.

Section 4

Area Action Plan boundary



4.1 The area covered by the Barton AAP is shown on Map 2 bounded by a solid red line. The boundary has been drawn to include the following areas:

- **The strategic development site identified in the Oxford Core Strategy as the 'Land at Barton'**

Shown as the orange shaded area on Map 3, this 36 hectares of land is where the majority of new development will happen. Most of the Land at Barton is owned by Oxford City Council and has been transferred to Barton Oxford LLP. Within the boundary of the strategic development sites lies 3.9 hectares of land owned by Scottish and Southern Energy (SSE). The electricity substation will remain on site in its current location. The other half of the SSE land is surplus to the company's needs. Though the surplus land owned by SSE is not essential to the development of an integrated new community on the Land at Barton, developing this land could help achieve the vision and objectives of this Plan.

- **Barton and Northway**

These communities are closest to the new development and should benefit most from the associated regeneration opportunities.

- **Part of Old Headington Conservation Area**

This is an area particularly sensitive to change and in need of specific consideration.

4.2 This Area Action Plan does not allocate any sites within the Old Headington Conservation Area for development. Any development proposals that come forward within the conservation area would have to demonstrate to the City Council that the statutory requirement to preserve or enhance the conservation area would be satisfied. The City Council will take the same approach when considering any development proposals in the Old Headington Conservation Area as it would in conservation areas elsewhere in the city. Any such proposals will be assessed against the relevant policies of Oxford's Local Plan particularly policy CS18 of the Core Strategy and saved policies

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of the Oxford Local Plan 2001-2016; in addition the Conservation Area Appraisal would be a material consideration.

- 4.3 The AAP boundary does not cover the wider area that also needs to be considered, particularly in terms of traffic, drainage or both. This wider area includes Headington, Marston, Old Marston and

the villages nearby in South Oxfordshire. However, the research that underpins this AAP has considered the potential impacts on these areas and how these should be mitigated. Certain policies require the developer to demonstrate that the development will not cause adverse impacts elsewhere.

Land at Barton strategic development site



Map 2: Area Action Plan boundary



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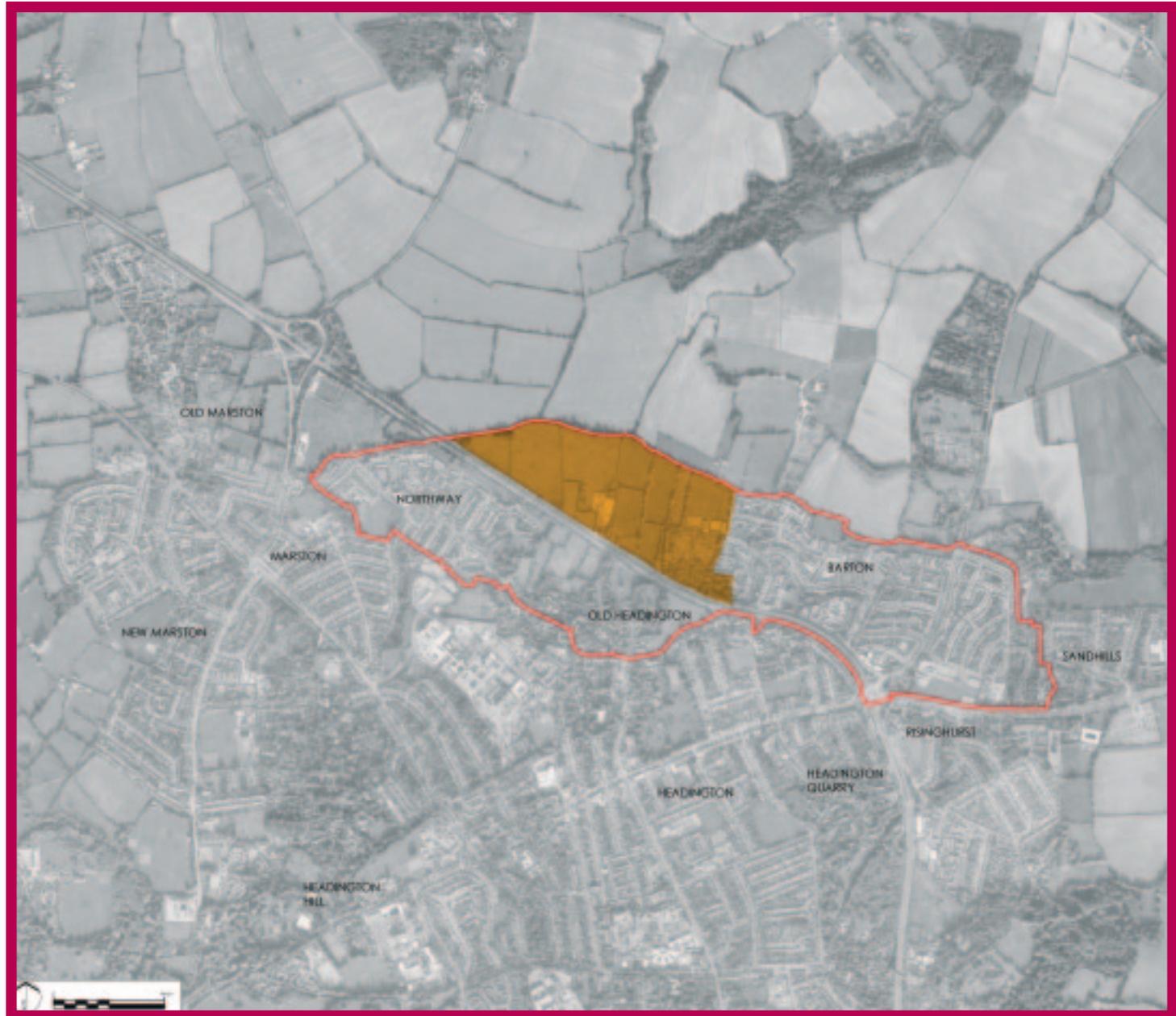
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Map 3: Strategic development site



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Section 5

Integration with surrounding areas and the rest of Oxford

It is important that the new neighbourhood feels part of Oxford.

The place-shaping policies in this Plan aim to foster the sense of community that will be generated by people living in the new and existing homes. There could be changes to the A40 ring-road to improve the overall environment such as the provision of high quality new links across/over the ring-road for pedestrians and cyclists, and improved public transport links. The local centre and community facilities will be easily accessible and new homes will be well related to existing homes in Barton. The City Council will work closely with the Highway Authority in pursuit of these aims.

The A40 ring-road

- 5.1 The A40 ring-road runs immediately to the south of the strategic development site, forming part of the strategic highway network. Our policy for this stretch of the ring-road is important to achieving the Plan's wider vision and objectives.
- 5.2 Comprising dual carriageway with a maximum speed of 70 mph, the ring-road creates a sense of severance and isolation. It forms a noisy barrier physically separating the strategic development site from communities in Northway, Headington and the rest of Oxford. Leaving this stretch of the ring-road as it is would make it much harder to integrate old and new. Change would offer opportunities to:
 - reduce noise levels for existing communities
 - make best use of land, by increasing the amount of land available for development
 - improve connectivity.
- 5.3 Our aspiration is to change the ring-road to reduce noise, make it more physically attractive and help integrate development with the wider urban fabric. We will seek to achieve this in the following three ways:
 - **Reducing traffic speeds .**

Lower traffic speeds will reduce noise levels for the new development as well as for those living in surrounding communities. The amount of developable land would be increased by allowing development to take place closer to the ring-road. The lower speeds would allow traffic management measures in the form of a new signal-controlled junction or roundabout on the A40 ring-road and multiple safe and easy-to-use crossings for pedestrians and cyclists. Physical measures to the A40 to slow down traffic could also include changes to lane widths, the use of surface materials, street furniture and signage.

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- **Building new development facing the ring-road**

New development could be built adjacent to the northern side of the ring-road. In such cases a parallel road would allow access to the properties adjacent to the ring-road as shown in illustrations 1 and 2.

- **Landscaping**

The central reservation is well planted with mature vegetation. The planting could be managed to support integration. Any

changes to the physical layout of the A40 and/or its speed limit will require the prior approval of the County Council as the Local Highway Authority.

5.4 The changes to the ring-road must consider the setting of the Old Headington Conservation Area, which lies to the south of the ring-road.

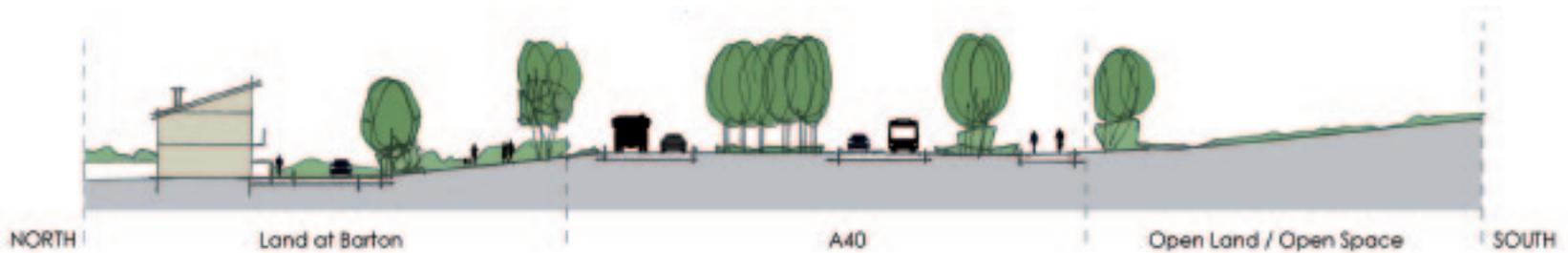


Illustration 1:

- Proposed development facing the ring-road
- Development set into landscape to enable views across the site
- Open space next to the A40 with informal car-parking and pedestrian and cycle way
- Reduced traffic speeds and landscaping along the A40 to create a more pedestrian-friendly environment and allow for pedestrian and cycle crossing points

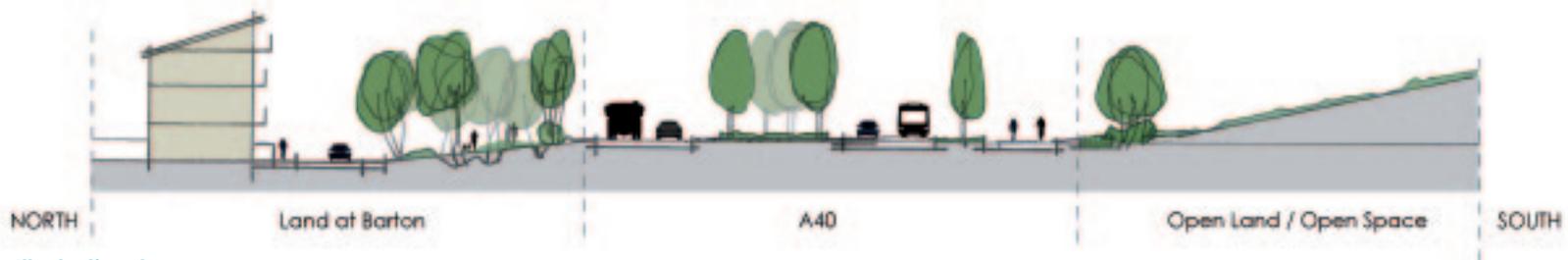


Illustration 2:

- Proposed development facing the ring-road
- Open space next to the A40 with informal car-parking and pedestrian and cycle way
- Reduced traffic speeds and landscaping along the A40 to create a more pedestrian friendly-environment and enable pedestrian and cycle crossing points

Illustrations are indicative

**Policy BA1:
The ring-road**

In order to secure a reduction in traffic speeds, traffic management and safety measures will be put in place and design principles applied to the A40 ring-road between the western approach to the new junction/roundabout and the Headington roundabout.

Innovative solutions to the form and layout of development will be sought to facilitate integration and secure good quality living conditions, especially adjacent to the A40 ring-road. There may be an opportunity to provide homes adjacent to the northern side of the ring-road; however such development must not be accessed directly from the ring-road.

Development on the strategic site must be set behind a buffer to the A40 ring-road. This should include a combination of landscaping, open space, pedestrian/cycle ways and a service road and informal car parking where appropriate.

The landscaping of the central reservation and either side of the ring-road should be managed in order to facilitate safe movement and access for all modes of travel.

Where relevant, any development adjacent to the ring-road and any changes to the existing landscaping must consider views into and out of the Old Headington Conservation Area.

will help, but integration is not just about better transport connections. The layout of the new development can also help foster integration by ensuring that new facilities are easily accessible and by creating new homes that are well related to existing homes in Barton. There should be active frontages, adding to a sense of activity and security in the public realm, and new residential frontages on the strategic development site facing Barton Village Road.

- 5.6 To achieve physical integration, part (or parts) of the area of open green space along the eastern edge of the site will need to change. The area comprises Barton Village Recreation Ground, cultivated and uncultivated statutory allotment land and a nature park. Taken together, the individual areas form a space that could act as a physical barrier between Barton and the new community, limiting both the scope to provide new homes alongside existing homes and options for access between Barton and the new development. Part of the space will be retained for community use; other parts will be developed. Changes will only be permitted to this space if the design and layout helps achieve physical integration. In making



Integration with Barton

- 5.5 Integration with the existing community in Barton will be a key factor in the creation of a thriving and vibrant new part of the city. New links for pedestrians, cyclists and public transport

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the changes, formal public open space of at least the same area and equivalent standard as currently exists will need to be provided as part of the development.

- 5.7 The recreation ground – comprising sports pitches, a play area, a club-house and associated car-parking – lies in the north-east corner of the strategic development site. A new moveable pavilion was built in summer 2011. To reduce the barrier effect of the recreation ground by allowing for the creation of new homes on or near Barton Village Road and a new road to connect with Fettiplace Road, the recreation ground will remain in its current general location but will be reconfigured to lie east-west, broadly parallel with Bayswater Brook. New homes could be built with frontages set back from Barton Village Road if the higher levels of the existing sports pitches are retained; or new homes could have frontages closer to the road if the level of the sports pitches is lowered.
- 5.8 Because the recreation ground occupies land raised and levelled using waste materials, some land remediation may be required.
- 5.9 Illustration 3 shows how proposed development could front onto Barton Village Road with the level of the sports pitches retained. Illustration 4 shows the proposed development with the level of the existing sports pitches lowered. Illustration 5 shows the sports pitches reconfigured to lie east-west alongside Bayswater Brook.

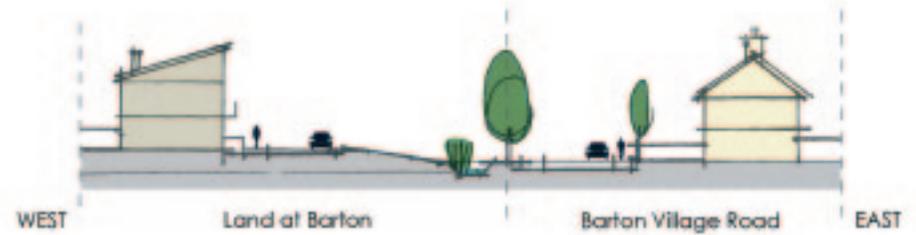


Illustration 3:

- Proposed development facing a residential street set back from Barton Village Road
- Existing drainage ditches and site slope retained



Illustration 4:

- Proposed development facing the stream and Barton Village Road
- Existing drainage ditches and site slope re-aligned

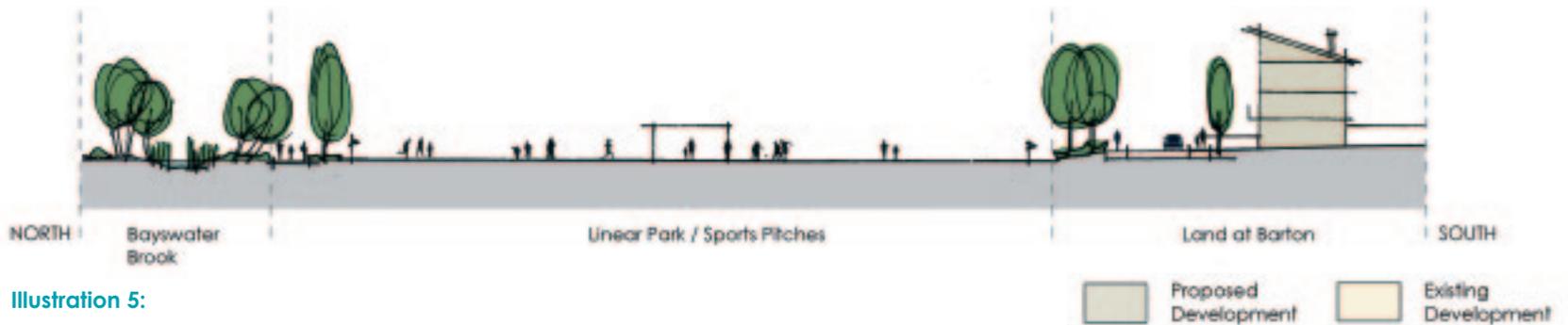


Illustration 5:

- Proposed development facing a residential street
- Sports pitches relocated to run parallel to Bayswater Brook
- Pedestrian and cycleway located next to Bayswater Brook

Illustrations are indicative

**Policy BA2:
Recreation ground**

The planning authority will support the re-orientation of the recreation ground and sports pitches to lie east-west.

Planning permission will only be granted where there is no net loss of land available for open-air sport and recreation. Replacement open space of at least the same area and equivalent standard to that which currently exists will be provided as part of the new development. To minimise disruption to sports provision the groundworks needed to re-configure the recreation ground should take place in the off-season.

- 5.10 Just over 4 hectares of the strategic development site is legally protected allotment land. Approximately 3 hectares is let to an allotment association. The rest of the allotment land has been uncultivated for many years and is heavily overgrown. Like the recreation ground, the allotments could act as a physical barrier between the new community, Barton and the rest of Oxford.
- 5.11 The currently cultivated allotments will be retained. All or part of the uncultivated allotments may be replaced elsewhere in the strategic development site by land for community use(s) linked to food cultivation. This is to help ensure integration by allowing new residential development alongside Barton and potentially the creation of dwellings adjacent to the ring-road. Alternatively, all or part of the existing uncultivated allotments may be brought back into use in their current location for community-based food cultivation and related education initiatives. The Secretary of State will have to be asked for consent to the uncultivated allotment land being replaced.
- 5.12 To aid physical integration of the two communities, the potential layout and access routes through this area should be carefully

considered. Depending on the layout of the new development, including vehicle access, there could be some alteration to the edge(s) of the existing allotments.

**Policy BA3:
Allotments**

Development will not be permitted on the land currently cultivated as allotments. Development will be permitted on all or part of the uncultivated allotment land if:

- the design and layout helps achieve the wider integration of Barton and the new community; and
- the uncultivated allotment land that is developed is replaced by land of equivalent area and accessibility for community use(s) linked to food cultivation, elsewhere within the development site.

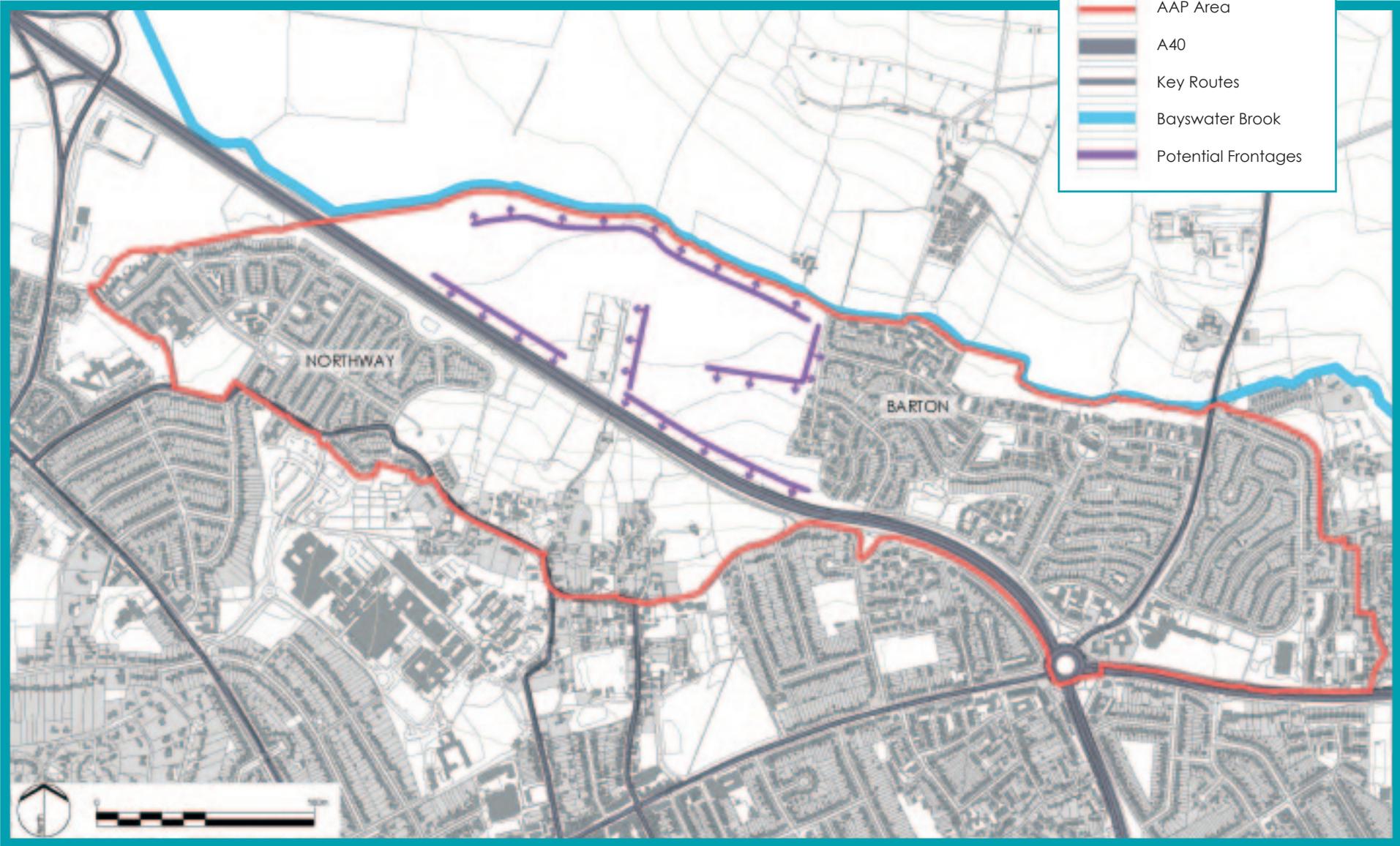
- 5.13 As well as requiring existing formal public open space to be replaced as part of the development, adopted city-wide policies require at least 10% of the site area to become new public open space on site. Adopted city-wide policies also acknowledge that larger areas of new development, such as this, provide opportunities to open up access to off-site areas of green space. The surrounding countryside with its network of footpaths offers such potential, as does Play Barton, which has improved the existing public open space between Bayswater Brook and homes to the north of Stowford Road close to the Neighbourhood Centre in Barton.
- 5.14 Bayswater Brook runs along the northern boundary of the strategic development site. The Brook forms a natural green corridor or link and is designated as a Site of Local Importance for Nature Conservation (SLINC). The Brook will form an integral part of the new development; it will help to create a sense of local distinctiveness, soften the edge between the city and open countryside, include flood attenuation measures, and

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Map 4: Green infrastructure



Map 5: Potential frontages



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provide different habitats that enhance biodiversity. To make the most of the Brook it will form part of the public realm in the form of a linear park.

5.15 The linear park should include clear-span bridges across the Brook to the open countryside and connect with cycleways and footpaths, with a link to open space in Barton, including the Play Barton scheme. To ensure it is safe and well used, the park should be fronted by residential development.

5.16 Barton Village Nature Park sits in the south-east corner of the strategic development site. It forms an area of informal recreational open green space and mature trees for those living nearby, but has a weak relationship with surrounding homes and has poorly connected footpaths and little surveillance. Ecological assessments show that the nature park has relatively low ecological value.

5.17 To open up opportunities to better integrate new and existing homes, the nature park should be developed. Better-connected, safer and higher-quality public open space will be provided in the form of the linear park which will also incorporate more valuable replacement areas for wildlife. The new development's layout in the nature park area will ensure that existing trees are retained wherever possible, that green space is incorporated

and that there is a green buffer between the new homes and existing properties in Harolde Close.

5.18 Map 4 shows existing and planned new green infrastructure. Map 5 shows where new frontages could be created to link the development to its surroundings. Illustrations 6 and 7 show how the proposed development could front onto a linear park and Bayswater Brook.

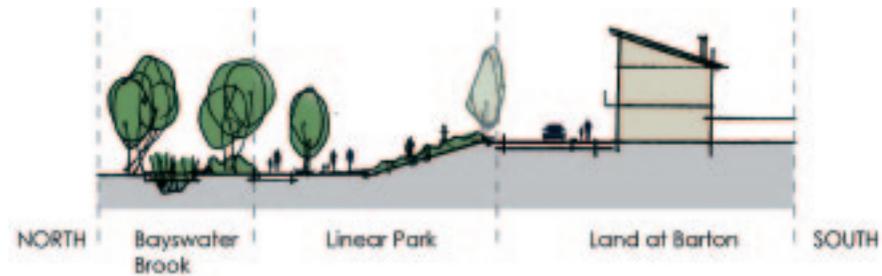


Illustration 6:

- Proposed development facing a residential street built at the level of existing sports pitches
- Pedestrian and cycleway located next to Bayswater Brook

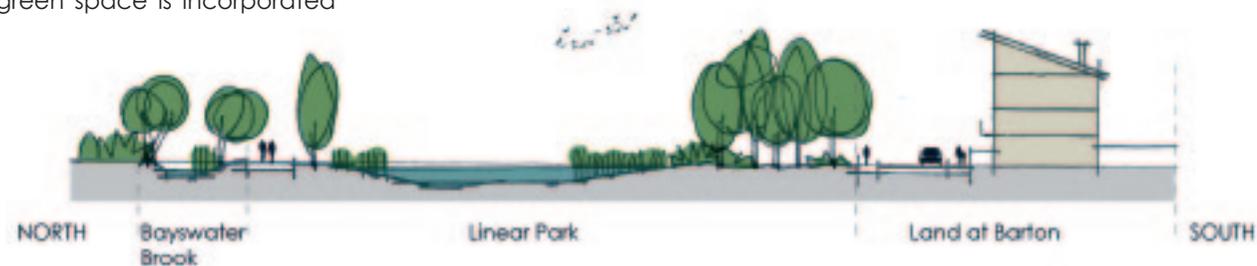


Illustration 7:

- Proposed development facing a residential street
- Linear park designed with opportunities for improved biodiversity and habitat creation and Sustainable Urban Drainage features parallel to Bayswater Brook
- Pedestrian and cycleway located next to Bayswater Brook

Illustrations are indicative

Policy BA4: Public open space

Public open space equivalent in area to at least 10% of the strategic development site will be created. There will be a range of public open spaces, including a linear park along Bayswater Brook that will form the major open space.

The linear park will provide high-quality public open space that includes safe and attractive cycling and walking routes. These routes should be well linked to the new development, Barton, Play Barton and existing footpaths into adjacent open countryside. Crossings of the Brook should be clear-span bridges. Biodiversity interest will be enhanced. Flood attenuation measures may be included in the linear park; the developer should investigate the scope for such measures in the linear park.

The linear park should include access to Bayswater Brook to allow for maintenance by the Environment Agency.

New residential development fronting the linear park must carefully consider its relationship to Bayswater Brook and the adjacent countryside and allow for safe and convenient pedestrian and cycle access to the Brook.

The developer will have to submit and implement a comprehensive management and maintenance plan for the linear park and other open space.

Sustainable travel

- 5.19 The new development will be planned to encourage travel to be as sustainable as possible. It will minimise the need to travel by car for those living in the new neighbourhood and offer the opportunity to reduce car usage from the surrounding areas. By establishing walking, cycling and public transport routes, the new neighbourhood will be well connected with surrounding communities and the whole area will be better linked to local centres; places of work, education and worship; local hospitals; the city centre; and the countryside.
- 5.20 Travel will be encouraged to be as sustainable as possible by providing:
- a local centre with a range of facilities and services located in the heart of the new development
 - excellent street design and direct, safe and attractive pedestrian and cycle routes, with plentiful and well-designed cycle parking located throughout the development and cycle storage for all new homes
 - high-quality and frequent bus services that connect the new development with Barton, Northway, the John Radcliffe Hospital and other city destinations
 - car parking levels in accordance with the Core Strategy and Sites and Housing Plan
- 5.21 The main vehicle access to the development site will be from the A40 ring-road. Secondary all-vehicle access will be between the new development and Barton. Vehicle movements across the ring-road to Northway will be restricted.
- 5.22 Formal car-parking controls may be needed in the development and the surrounding areas where necessary.
- 5.23 The strategic development site's layout will allow for a revised or new bus service connecting Northway, the site and Barton with other parts of the city. Illustration 8 shows different potential options. The development's layout and phasing will be flexible

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enough to allow for existing bus services to extend to and from Barton and Northway.

- 5.24 A Transport Assessment will be required alongside the outline planning application to allow proper study and adequate reduction of the travel impacts on areas including Barton, Headington, Marston, Northway, Old Headington, Old Marston and the surrounding villages in South Oxfordshire.
- 5.25 The City Council supports in principle the idea of a new high-quality rapid-transit public transport system put forward in the Oxfordshire Local Transport Plan (LTP3). It could be high-quality conventional bus, light rail or guided trolleybus and serve park-and-ride sites and major employment and housing areas. Serving an area of Oxford that LTP3 refers to as the 'Eastern Arc', the service could serve the new neighbourhood and its surroundings. This is a long-term aspiration that will depend on feasibility assessments and the availability of funding, but it could lead to even better connections in the future.

Policy BA5: Sustainable travel

The street layout and design of the strategic development site and the location of the local centre must be planned to encourage people to walk, cycle and travel by public transport. This will be supported by:

- restricting the amount of car parking to a level which reflects the sustainable location of the development
- linking bus routes within the new development to the wider bus network
- ensuring excellent cycling and walking links from the development across the A40 ring-road.

A Transport Assessment and framework travel plan must accompany the outline planning application. Each detailed planning application/reserved matters application will need to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts if the Transport Assessment shows this to be necessary.

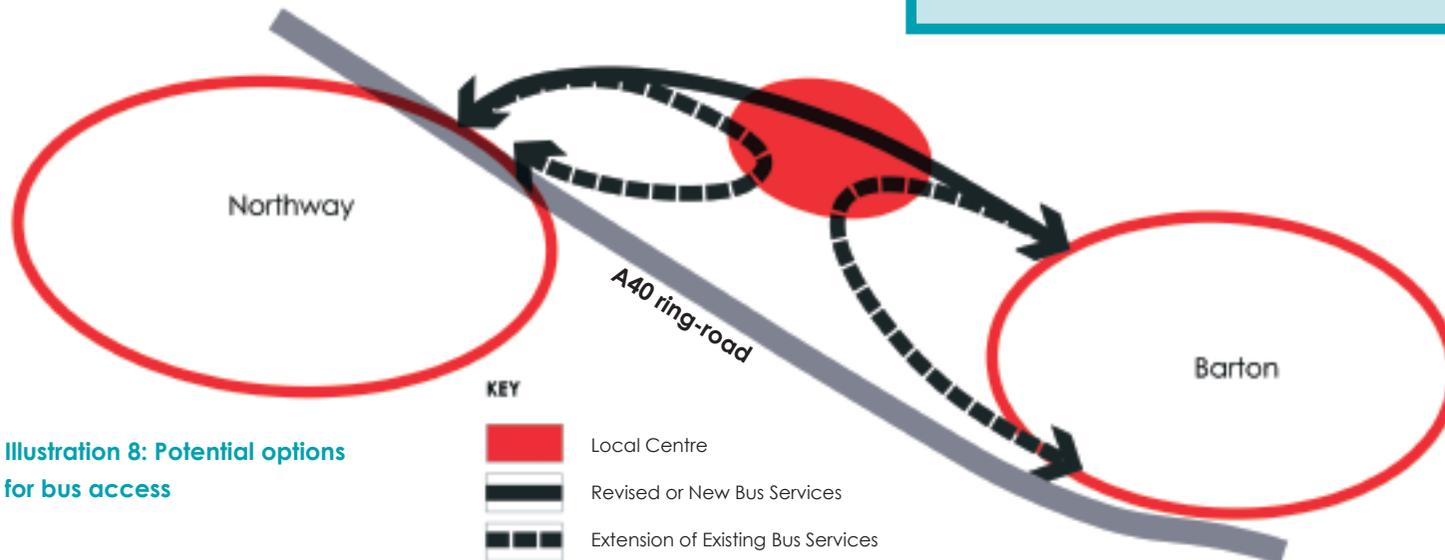


Illustration 8: Potential options for bus access

Vehicle access

- 5.26 The approach to vehicle access must strike a balance between encouraging as many people as possible to walk, cycle and travel by bus, the need for the whole area to be more accessible and integrated with the rest of the city, the need to cater safely and efficiently for expected traffic levels, and the need to minimise extra traffic burdens on roads in surrounding areas.
- 5.27 The primary vehicle access will be directly from the ring-road via an at-grade signal-controlled junction or roundabout allowing vehicles to turn left and right into the development and left and right out. To prevent rat-running, the only vehicle link from the strategic development site to Northway will be for buses and emergency vehicles. Private motor vehicles will not be allowed to use the link between the strategic development site and Northway or to access Northway from this point on the ring-road.

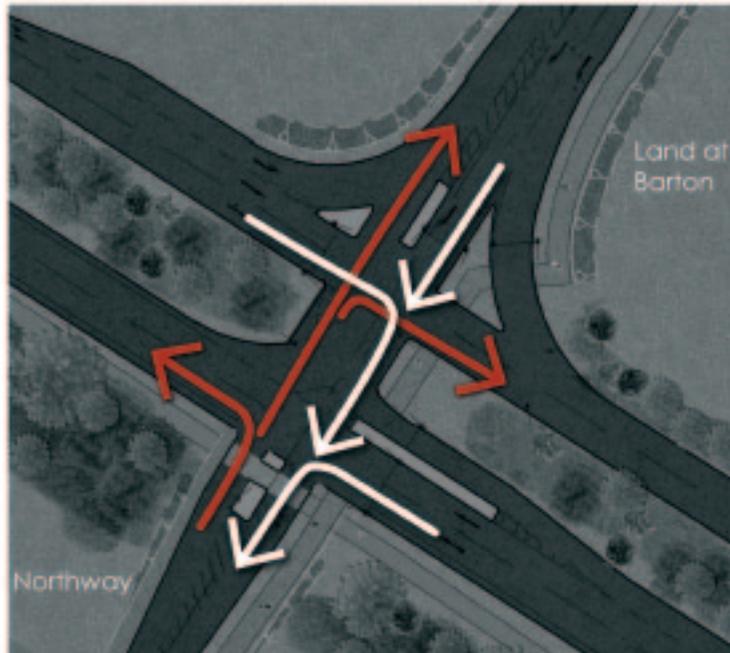


Illustration 9: Potential bus and emergency vehicle movements to/from Northway



Any bus service between Northway and the new development is likely to run along Westlands Drive. Meaden Hill is not suitable for buses.

- 5.28 The junction or roundabout would include signal-controlled crossings for pedestrians, cyclists and buses.
- 5.29 For a development of this scale, and to ensure security of vehicle access, more connection points will be needed. The additional secondary access will be from Barton. Two connection points would provide greater flexibility for bus access, and both should allow for bus movements. One vehicle-access point should be from Fettiplace Road. This is an existing bus route in Barton and will connect the new development with Barton Neighbourhood Centre. This will form a junction with a new road – the primary street – running from Barton through the new development to the primary vehicle access. The other point of access from Barton should be from Barton Village Road, to the south of the new junction with Fettiplace Road.
- 5.30 The layout and design of the new development must minimise rat-running through and from Barton to the ring-road.

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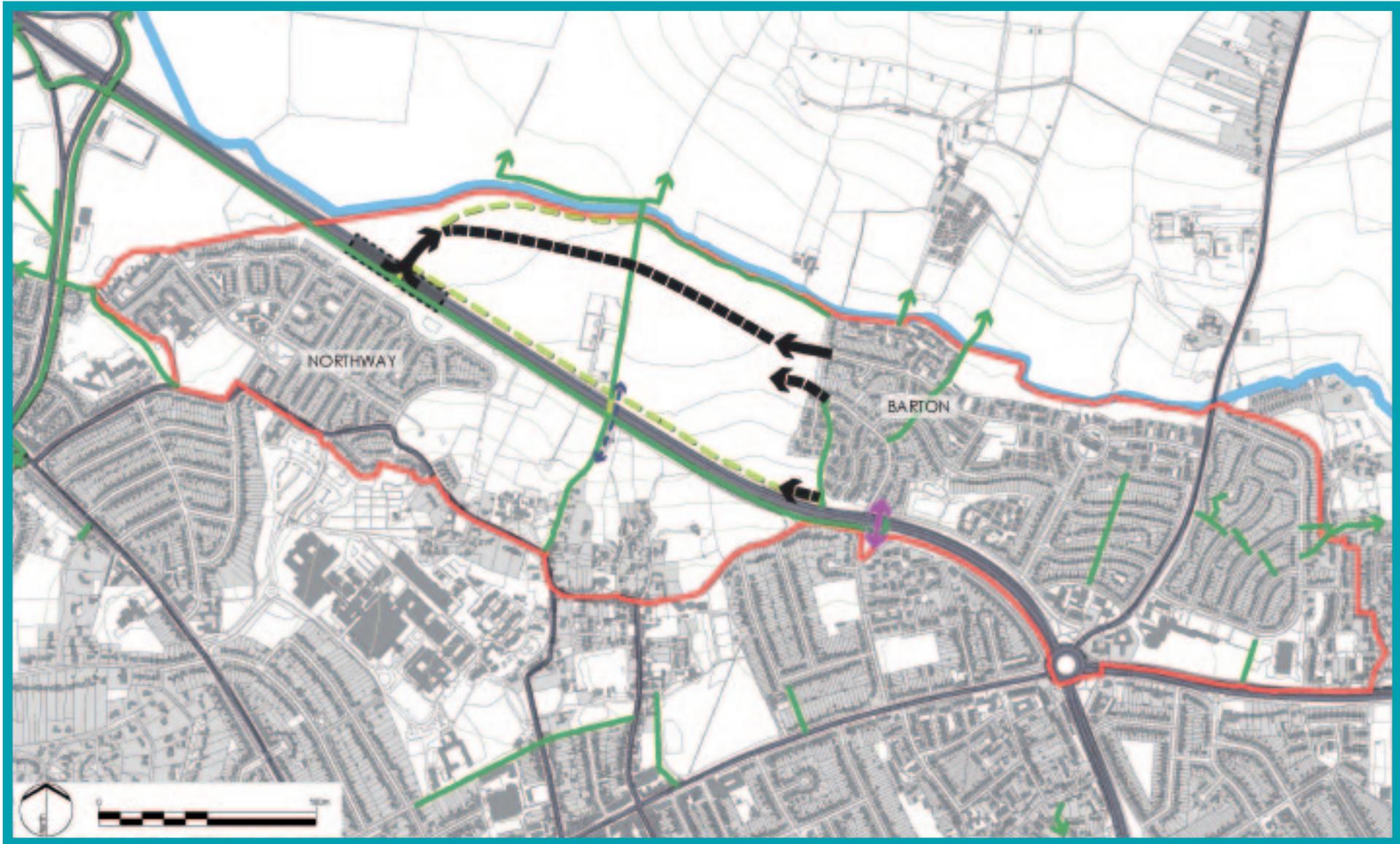
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Map 6: Vehicle, pedestrian and cycle links



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Policy BA6: Vehicle access

The primary vehicle access will be a new signal-controlled at-grade left in/left out, right in/right out junction or roundabout on the A40 ring-road towards the western end of the strategic development site. The new junction or roundabout will incorporate bus and emergency vehicle only movements between the development site and Northway and between the ring-road and Northway.

The junction or roundabout will be designed so that it does not allow access for private motor vehicles into Northway.

One further all-vehicle access point to the strategic development site should be provided from Fettiplace Road, with a potential access point to the south on Barton Village Road. In order to facilitate the extension of existing bus services as shown in illustration 8, the development should allow for buses to turn.

Measures will be investigated to improve entry to and exit from Barton at the Headington roundabout.

A new road (the 'primary street') will be developed linking the new junction and Fettiplace Road. The road will be designed as part of the development based on low vehicle speeds. It will give priority to provision for walking, cycling and public transport and be designed to take a bus route.

Key to Map 6

	AAP Area
	Bayswater Brook
	A40
	Key Routes
	Indicative Location of Signalised Junction or Roundabout
	Existing Pedestrian and/or Cycleways
	Potential Additional Linkages for Pedestrians and Cycles
	Main Vehicle Access to Strategic Development Site
	Potential Additional Vehicle Access Point
	Indicative Route for Primary Street
	Possible Pedestrian and Cycle Crossing
	Existing Pedestrian Subway

Pedestrian and cycle links

- 5.31 The ring-road currently imposes a significant barrier for pedestrians and cyclists, with only one existing grade-separated (differing levels) crossing point – a subway to the south of Barton, which provides a link to Headington.
- 5.32 To improve integration and permeability and to promote maximum usage, a network of safe and easy-to-use pedestrian and cycle routes along desire lines (the routes people are likely to take, with or without a formally designated path) is needed to connect the new homes with facilities in the new neighbourhood and link the new development to its surroundings in Barton, Headington, Northway and the countryside beyond Oxford, and to the rest of the city. There will be safe and convenient pedestrian and cycle crossing links across/over the ring-road.
- 5.33 The existing footpath that runs south-north across the strategic development site (and then beyond into the countryside in South Oxfordshire) could be re-connected with Stoke Place, linking the footpath with the public bridleway and byway that continues south into Old Headington along Stoke Place. A re-connected link would provide the new development with

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a direct pedestrian and cycle route to the shops and other facilities in Headington, the John Radcliffe Hospital and Cheney Secondary School. It would open up access to the countryside in South Oxfordshire for those living in Headington. Stoke Place would need to be upgraded to an appropriate standard, with changes to the surface, thinning of trees and vegetation and installation of sensitive street lighting. The nature of the changes to Stoke Place, together with the design, siting and type of crossing, should respect the character of Old Headington Conservation Area.

5.34 The new vehicle junction or roundabout on the ring-road will include pedestrian and cyclist crossing phasing and facilities. The new development is an opportunity to improve the existing crossing to the south of Barton. There could be at least one other new pedestrian and cycle link over the ring-road. One potential location is from the new development to Foxwell Drive in Northway, which would provide direct access to the wider cycle network and the city centre. Map 6 shows how the strategic development site will be accessed by vehicles, pedestrians and cyclists.

Policy BA7: **Pedestrian and cycle links**

New direct, safe and attractive cycle and pedestrian links will be provided as part of the strategic development, including:

- **a crossing of the A40 ring-road included in the new junction or roundabout**
- **enhancement of the existing crossing between Barton and Headington**
- **links between the new development and existing rights of way in the surrounding countryside**
- **giving priority to walking and cycling routes in the development, including connections to key destinations such as the local centre, community hub and Barton and the links across the A40 ring-road**
- **a street network that is designed to be fully cycle and pedestrian friendly.**

There may be an opportunity to re-connect Stoke Place bridleway with the existing footpath running north-south across the strategic development site. Any link would need to ensure safety for all users. It would require the upgrading of Stoke Place to an appropriate standard for a cycle route and footpath in a manner that is sensitive to Stoke Place's role and character in the Old Headington Conservation Area.

Section 6

A vibrant, vital, inclusive and mixed new community



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The strategic development site at Barton is the largest residential opportunity in Oxford for many years. It will provide a large number of homes with a mix of different types, sizes and tenures and a range of community and other facilities, to form a complete, thriving and vibrant neighbourhood. Above all, the new neighbourhood must generate a sense of pride among those living within and alongside the new homes and across the rest of the city.

Housing mix

- 6.1 The development will include 800 to 1,200 homes.
- 6.2 To create a balanced new community, the homes must comprise a mix of different types, sizes and tenures suitable for a range of different households, including the elderly and others with specialist housing needs. Homes should be flexible enough to meet the changing needs of residents – sometimes known as ‘lifetime homes’. The Lifetimes Homes standard is a widely used national standard that goes further than statutory building regulations. It ensures that spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. To promote social inclusion, all new homes should be built to the Lifetime Homes standard as far as possible.
- 6.3 The City Council will refuse planning permission for development that does not achieve an appropriate mix of homes. The mix is broadly in line with the approach set out in the Balance of Dwellings Supplementary Planning Document (SPD) for strategic sites, but with a slightly larger proportion of homes with four or more bedrooms and a slightly smaller proportion with 1 bedroom. The mix reflects the strong role that family housing can play in integrating new and existing communities. The mix applies equally to the market and affordable housing elements of the development; it will not be acceptable to meet the overall mix requirement but make only smaller units available as affordable housing.



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Policy BA8: Housing mix

Planning permission will only be granted for development that delivers a balanced mix of housing suitable for a range of different households, including families, single people, older people and those with specialist housing needs.

Across the strategic development site, the overall balance of the different-sized homes should be:

- **1 bedroom – 5-10%**
- **2 bedroom – 25-30%**
- **3 bedroom – 40-55%**
- **4 bedroom or more – 15-20%**

This mix applies equally to the market and affordable homes, and must be applied as far as appropriate to all phases of the development.

Affordable housing

- 6.4 Meeting housing need is a key priority for the City Council. New affordable housing is vital in delivering sustainable, inclusive, balanced and mixed communities. The new development at Barton is a rare opportunity for the city to provide a large number of new affordable homes.
- 6.5 City-wide policy requires that generally a minimum of 50% of any proposed development is affordable, with 80% of that requirement provided as social rented homes and 20% as shared ownership or intermediate housing. Where a viability assessment justifies it, the City Council may set a separate target for a particular site. Any such target must be driven by the need for affordable housing and the likely economic viability of the land in question, taking account of risks to delivery.
- 6.6 Based on likely infrastructure, land remediation and other costs, viability testing for the land owned by the City Council shows that 50% affordable housing is not achievable on the strategic

development site. The infrastructure costs are substantial and include a new on-site primary school and community facilities, as well as a new junction or roundabout and crossings on the ring-road. The testing also shows that a target of 40% affordable housing (all for social rent) is deliverable alongside infrastructure and other costs. The City Council is committed to a balanced and mixed community with a minimum of 40% affordable housing and an aspiration for this to increase to 50%. Whilst there may be a need for some flexibility in the tenure split of different phases, the City Council will avoid phases that are exclusively affordable housing.

- 6.7 If market conditions improve during the AAP's lifetime, the initial reduction in the affordable housing target will be recouped by recycling back into the scheme any additional funding that becomes available. This may involve reviewing the percentage target for affordable housing at the start of pre-determined phases or reviewing or recouping any uplift in value at the end of each phase.
- 6.8 The reduction in the affordable housing target relates specifically to the strategic development site. Other sites within the AAP boundary are not subject to the same substantial infrastructure and remediation costs. City-wide affordable housing policy as set out in the Core Strategy (Policy CS24) will apply to all other sites within the AAP boundary.
- 6.9 The affordable housing should be built to at least the minimum Homes and Communities Agency (HCA) standards.
- 6.10 To avoid large areas of the development comprising solely market or affordable housing, the affordable homes should be distributed in an appropriate number of groupings so that the homes are integrated across the strategic development site, both spatially and in terms of design.
- 6.11 As there are several large public sector employers nearby, housing for key workers could form part of the new development. Any such key worker housing would be additional to the required level of affordable housing.

Policy BA9: Affordable housing

Planning permission for the strategic development site at Barton will only be granted for development that provides a minimum of 40% of the proposed homes as affordable housing. The minimum 40% affordable housing will be social rented homes. Within the limits set by the project's financial viability, all efforts will be made to provide affordable housing above that minimum level. Any additional affordable housing provided above the minimum 40% may include intermediate, shared-ownership or affordable rent homes.

In order to create a mixed and balanced community, a target of 35% affordable housing will be sought in any phase of the development, subject to achieving the overall minimum of 40% across the strategic development site as whole. Any one phase should not contain more than 60% affordable housing except where this enables the overall affordable housing total to be raised above 40%.

The affordable housing must form an integral part of the development and will be clustered within the market housing. Contributions for off-site affordable housing provision will not be appropriate.

The affordable housing should be available to those in housing need in perpetuity.

Local centre

- 6.12 A local centre will act as a focus for the new community and will add to the range of facilities available to existing communities in neighbouring areas. As such, the local centre plays a role in helping to establish the character of the new neighbourhood and in bringing together new and existing residents to help foster a shared sense of community.
- 6.13 The location of the local centre and the range of services and facilities available will reflect this place-shaping role. To ensure good access and connections, the local centre should be at a point where key pedestrian and cycle routes intersect with the primary street.
- 6.14 The scale of new retail development must be appropriate to the role of the local centre and should complement the existing district shopping centre in Headington and the neighbourhood shopping centres in Barton and Northway. The nearest post office to Barton and the new development is on London Road in Headington. The increase in population in this part of the city offers the opportunity to open a new post office within the local centre, benefiting existing and new residents. The City Council will encourage the provision of a post office in the new local centre.
- 6.15 People will be encouraged to travel to the local centre by means other than cars by the links to public transport, pedestrian and cycle routes; the lack of direct access to the local centre from the ring-road; and the limited amount of car-parking at the retail development. The local centre will comprise a range of services and facilities, which will also help reduce the number of journeys.
- 6.16 Live-work units are specifically designed for dual residential and business use. They are distinct from space for home working, which is usually informal and often temporary within the home. Living alongside purpose-designed work space reduces overall expenditure on accommodation and the need to travel,

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generating savings in terms of costs and time, and contributing to a more environmentally sustainable way of life. Live-work units that are part of the new development could form a cluster of micro-businesses benefiting from proximity to one another and the city's academic or other institutions. The City Council will encourage the inclusion of small-scale purpose-designed live-work units to help reinforce the function of the local centre.

- 6.17 Floor-to-ceiling heights of accommodation within the local centre should allow flexibility for both commercial and residential use, particularly on the ground floor. Floor-to-ceiling heights should be at least 3.5 metres on the ground floor and at least 3.3 metres on the first floor.

Policy BA10: Local centre

In the heart of the new community will be a local centre, providing services and facilities including a primary school, community and recreation uses and retail units, together with housing. The local centre will be designed to be well served by public transport and will be at a point where pedestrian and cycle routes intersect with the primary street. The local centre will front on to the primary street. There will be no direct vehicular access between the local centre and the ring-road.

Planning permission will be granted for retail development that forms part of and is appropriate to the role and function of the new local centre. Planning permission for new convenience (food) retail use will be granted if it does not exceed 2,000m² gross internal. The new retail development must demonstrate that there will be no substantial adverse impact on the vitality and viability of existing centres in Barton, Northway and Headington. Car-parking associated with the new retail development will be limited.

Multi-purpose community hub

- 6.18 The creation of the new neighbourhood will lead to more demand for community facilities and primary school places. This will be met by providing a new community hub in the local centre on the strategic development site. The hub may be provided in one or several buildings.
- 6.19 The hub will be at the heart of the new community, contributing to a sense of involvement and well-being amongst new and existing residents and operating as a true shared facility. It will include a new primary school with pre-school places, with one-and-a-half or two-form entry, depending on the need for pupil places arising from the development. As well as being designed to provide an outstanding educational environment, the building(s) and outside space will be designed and managed to allow for flexible and shared use for a range of other activities. Co-locating as many services and facilities as possible allows for greater efficiency in using land and resources and in running the hub, as well as better customer service. Simple measures can make shared spaces work well and foster a sense that they are truly shared. These include year-round call on space, easy and flexible access, permanent office space and storage space with simple access. The shared space could include health care, police and other community services, leisure facilities and a place of worship. The community hub will be managed as a multi-functional facility.
- 6.20 There may be scope to co-locate a high-quality school with another use, especially where operational costs can be reduced. The education authority would need to be satisfied that the use would not compromise the school's safeguarding or teaching responsibilities. Such uses might include residential apartments, including extra-care housing. Any such apartments would have to be carefully designed to have separate entrances from the school and to ensure they do not directly overlook the school buildings or play areas. The new community hub should have excellent pedestrian and cycle links to minimise car trips and encourage activity, and should be accessible for public transport.

- 6.21 To make best use of land, and to reflect the location of the community hub within the local centre, the hub building(s) should be equivalent in height to at least two storeys.
- 6.22 The precise requirements for primary school places will depend on the final size and tenure mix of homes in the new development. The development will generate a need for more secondary school places as well as a new primary school – see Section 8 on Implementation and Delivery.
- 6.23 Illustration 10 shows how the elements making up the local centre could work together.

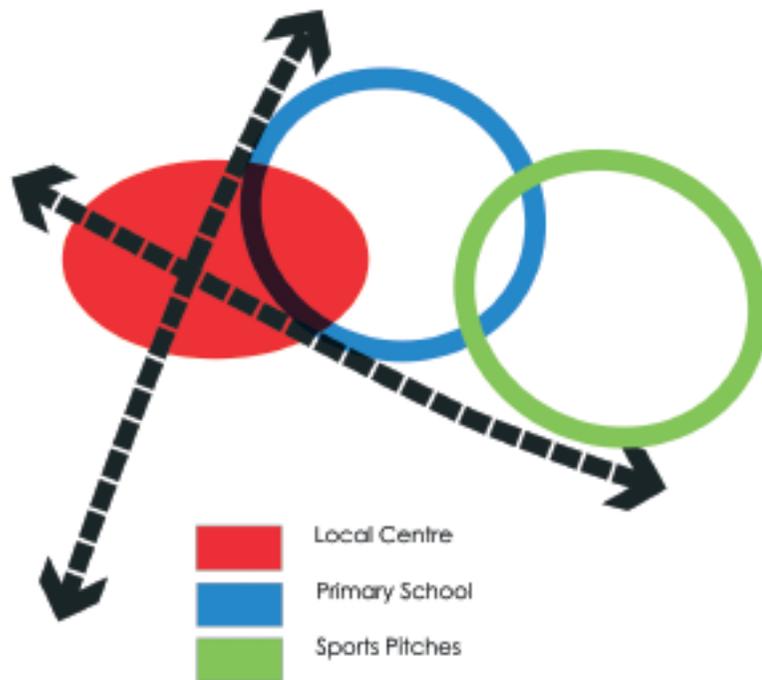


Illustration 10: How the local centre could work

Policy BA11: Community hub

The development will provide a new multi-purpose community hub within the local centre. It will include a primary school and scope for a range of social and community uses of the building(s) and outside space, including playing pitches.

The community hub's design should reflect its place at the heart of the community and be compatible with the massing and streetscape of the local centre. The height of the hub building(s) should be equivalent to at least 2 storeys; planning permission will not be granted for a building(s) equivalent in height to a single storey.

Design and management of buildings and playing pitches should ensure school use within school hours, and wider community use outside school hours.

The community hub's location will:

- allow for a developable overall site area of at least 2.2 hectares, whose shape and contours accommodate playing pitches and informal outside play space associated with the primary school
- respect the site's setting and natural features
- be well served by footpaths and cycle routes and accessible for public transport
- provide appropriate access points for school pupils and staff, and for maintenance and emergency vehicles.

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Section 7

Innovative and responsive design



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FCB Housing



Good-quality design improves social well-being and quality of life. The design of the new development will be of the highest quality, creating an attractive, functional and sustainable neighbourhood with a strong sense of place, which meets people's diverse and changing needs.

Sustainable design

- 7.1 The City Council expects all new development to play its part in adapting to climate change. Large-scale development, such as the strategic site at Barton, provides opportunities to build new homes that can adapt to the current and future effects of climate change in ways that moderate harm and take advantage of any positive opportunities. The new development offers opportunities to reduce carbon emissions by designing buildings to be energy efficient and by providing decentralised energy on the site. Energy-efficient homes can also help tackle fuel poverty. The development will be expected to achieve high standards of sustainable construction and design in terms of energy efficiency, water resources, recycled and reclaimed materials and renewable or low-carbon energy.
- 7.2 The City Council adopted a Sustainability Strategy in December 2011. The strategy sets targets to reduce carbon emissions across the city. Specific targets include a 40% reduction by 2020 in overall carbon dioxide emissions compared to 2005 levels, and a 50% reduction over the same period in carbon dioxide emissions from housing by using renewable energy schemes.
- 7.3 The new homes will be expected to meet the latest sustainability standards set out in the Code for Sustainable Homes and reflected in Building Regulations. At present the Code is set to level 3, increasing to level 4 in 2013 and zero-carbon in 2016.
- 7.4 Area-wide renewable energy or low-carbon technologies will be required in the new development. At present the Natural Resource Impact Analysis SPD sets a minimum city-wide standard for all developments of this scale of providing 20% of energy by on-site renewable or low-carbon energy technologies such as photovoltaic cells, ground-source heat pumps or bio-mass boilers. The NRIA SPD will apply to commercial buildings in the local centre. There may be the potential for a wind turbine(s), community heating scheme or combined heat and power. An energy statement must be produced alongside the outline planning application.

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- 7.5 The infrastructure for producing renewable or low-carbon energy on the development site must be explored at an early stage, designed in at the start of the development and reflected in the phasing strategy. Enough land must be set aside for the required energy infrastructure.
- 7.6 Streets and buildings should be oriented to get maximum benefit from sunlight and solar gain. To make the most of sunlight (and shade), the layout, design and orientation of streets and buildings should take into account the site's slope and the sun's path.
- 7.7 Where possible, new homes should include charging points for electric vehicles. All homes with on-plot allocated parking should provide capacity for easy installation of an electric vehicle charging point. The design and access statement should include details.
- 7.8 Superfast broadband can bring several benefits:
- It reduces the need to travel and consequent carbon emissions by enabling flexible and remote working.
 - It can transform healthcare by helping people to live independently in their own homes and allowing medical monitoring and consultations without the need to travel.
 - It improves access to leisure and learning and can enable people to improve skills.
 - It can support business start-ups, helping them to innovate, compete and grow.
- 7.9 To enable use of products and services that need high broadband speeds, and to make the most of future advances in broadband technology, the community hub, homes and businesses within the development should, as far as possible, have fibre optic cabling installed. There may be an opportunity to extend provision to existing homes in surrounding areas.

Policy BA12: Energy efficiency

The outline planning application for the strategic development site must demonstrate how the development will optimise energy efficiency by minimising the use of energy through design, layout, orientation, landscaping and materials, and by utilising renewable or low-carbon technologies.

The plans should demonstrate that at least 20% of energy needs will be delivered through on-site renewable or low-carbon energy sources.



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High-quality design

7.10 'Building for Life' is the national standard for well-designed homes and neighbourhoods and is managed by a partnership of the Design Council CABE, the Home Builders Federation and Design for Homes. The standard promotes design excellence by establishing 20 criteria against which new developments can be judged. The criteria cover: environment and community; character; streets, parking and pedestrian spaces and routes; and design and construction. The most attractive, functional and sustainable housing developments meet at least 16 of the Building for Life criteria and are judged to be at gold level. Because the City Council is a joint venture partner in Barton Oxford LLP we have the opportunity to build a new neighbourhood and new homes that are of the highest quality. To help achieve this, the development should meet the Building for Life standard at gold level, or its equivalent.

7.11 To create a distinct but integrated and vibrant new neighbourhood for Oxford, the new development will be guided by a set of design principles. Whether for individual buildings, public and private open spaces or the development as a whole, only design that conforms to these principles will be acceptable.

The development's scale, form, character and design should take into account the strategic site's topography, setting and natural features to create local distinctiveness

7.12 Bayswater Brook, hedgerows and mature trees, with the surrounding countryside and the site's topography, create a set of natural features. The development should make the most of these assets to create a sense of place by reflecting and – where possible – including them in the development.

7.13 Linear green corridors through the site should be enhanced and developed to link the new neighbourhood with existing communities and the open countryside. The linear park along

Bayswater Brook will form one green link. Other green links should also be created for movement; recreation and amenity space; ecological enhancement; Sustainable Urban Drainage; and the transition from the city to open countryside.

7.14 The development should consider issues relating to landform. Wherever possible, building footprints and streets should be aligned to follow slope contours. The development should consider the effect of the site slope on the heights of buildings; the relationship between heights of proposed and existing buildings; and the visual impact of buildings when viewed from streets and properties.

7.15 The scale, form, character and design of the development should consider views into and out of the Old Headington Conservation Area and views from the surrounding countryside. Choice of roof treatment and other materials will require a more sensitive approach in the small field lying directly to the west of the allotments than the rest of the site.

7.16 The development should make the most of opportunities to create or improve habitats, for example by the management and maintenance of the linear park; retention where possible of hedgerows, mature trees and drainage ditches; use of native species in landscaping; installation of bird and bat boxes; and design of lighting.

The layout should be accessible, permeable and easy to navigate, and encourage activity

7.17 The network of streets and open spaces will play a key role in determining how the new development works and how it relates to the surrounding areas. A network of streets and spaces should link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. There should be a street hierarchy comprising a primary street and lower-order streets. Features such as façades, pavements, rooflines and views should help ensure that the development and pattern of routes is easy to understand and navigate ('legible').

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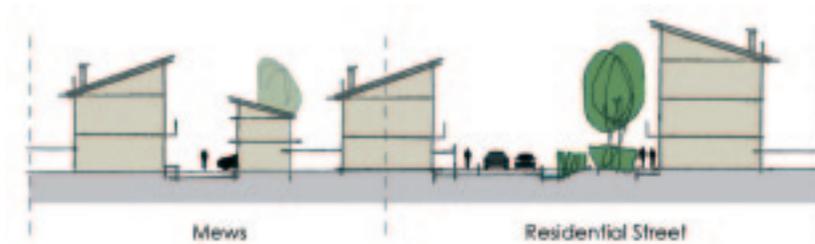
The new development should be safe

7.18 To improve the sense of security in public and communal areas, maximise activity in the public realm and make it easier to find the way around, active frontages should be built into the development. Buildings should be oriented so that the main entrances and windows face the street (or streets) and open spaces. On-street car-parking should form an integral part of the street design, helping to create strong frontages and make the most efficient use of land.



Illustration 11:

- Commercial development on the ground floor of buildings with residential or commercial uses on upper storeys facing the street
- Opportunity for commercial uses to extend into the street on south-facing façades to create an active street frontage
- Sustainable Urban Drainage features and trees incorporated into the street scene
- A dedicated pedestrian and cycle route along the street
- On-street car-parking



7.19 To help ensure that the linear park along Bayswater Brook is safe, attractive and well used, it should be fronted by residential development with views over the countryside. There should also be residential frontages onto the allotments and Barton Village Road and potentially homes adjacent to the northern side of the ring-road. The security arrangements for the existing allotments should be reviewed to ensure the right balance of security, accessibility and design.

7.20 Illustrations 11, 12, 13 and 14 show how proposed development could front onto different types of streets. Illustrations 15 and 16 show how new homes could front onto the allotments.



Illustration 12:

- Residential development facing the street, set back from pavements
- Sustainable Urban Drainage features and trees incorporated into the street scene
- A dedicated pedestrian and cycle route along the street
- On-street car-parking

Illustration 13:

- Residential development facing directly on to the street
- Workshops and garages with residential development on top, to the rear of the residential street
- On-street car-parking
- Sustainable Urban Drainage features incorporated into the street scene

Illustrations are indicative

**Illustration 14:**

- Residential development facing the street set back from pavements
- Car-parking on street and driveways
- Sustainable Urban Drainage features incorporated into the street scene

**Illustration 15:**

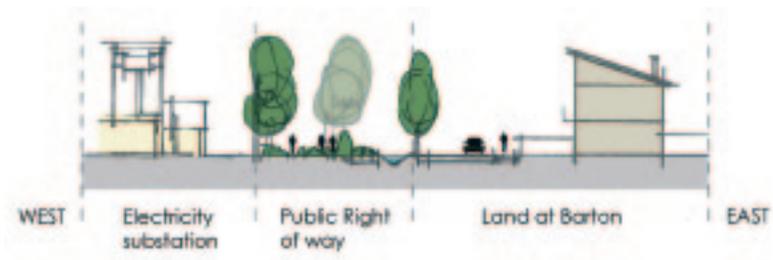
- Proposed development facing a primary street with on-street car-parking
- Pedestrian and cycle route located next to allotments

**Illustration 16:**

- Proposed development facing a residential street
- Pedestrian and cycle route located next to allotments

The visual impact of the electricity substation should be minimised

- 7.21 The electricity substation will remain on site in its current location. Rationalising, re-aligning and burying the power lines would make the substation less obtrusive. A 5-metre buffer strip must be left around the substation for access and maintenance. Beyond that, the substation should be 'wrapped' by built development or screened with landscaping. Illustration 17 shows how the substation's visual impact could be minimised.

**Illustration 17:**

- Proposed development facing a residential street
- Widened public right of way to allow for Sustainable Urban Drainage, amenity areas and an increased buffer to the substation
- Pedestrian and cycle route next to existing substation along alignment of existing public right of way

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Illustrations are indicative

Policy BA13: Design

A site-wide Design Code setting out design principles for the whole of the strategic development site must be prepared for agreement by the local planning authority in advance of any outline planning application.

Planning permission will only be granted for development that conforms to the Design Code.

The Design Code will reflect the following principles:

- The new development will meet the 'Building for Life' standard at gold level, or its equivalent.
- The development must make efficient use of land.
- The development's scale, form, character and design must respect the site's topography, natural features and setting of the site, including the impact on the Old Headington Conservation Area and its setting.
- The development should create and improve habitats.
- The development's layout must be fully accessible, permeable and legible and encourage activity with excellent street design and shared spaces to encourage walking and cycling.
- The development must incorporate 'secured by design principles', including active frontages.
- The development must achieve high standards of sustainable construction and design.
- The electricity substation's visual impact must be minimised, with the power lines buried.

The outline planning application will include an illustrative masterplan, parameters plans, and a Design and Access Statement.

All reserved matters applications will need to include a design statement to demonstrate compliance with the approved illustrative masterplan, the parameters plans and site-wide Design Code. The Design Code should be assessed and, where necessary, revised to ensure it is effective in promoting and delivering the overarching design principles set out above.

Section 8 Implementation and delivery



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The strategic development site at Barton is a priority for the City Council with an ambitious timetable to start residential development early in 2014. The project is infrastructure-led and major investment will be necessary before serviced land is available for the first new homes. Certainty and timing of delivery are paramount.

Delivery

- 8.1 To minimise uncertainty, and to retain control to ensure a high-quality development, the City Council as landowner has formed a joint venture company with an investment partner, Grosvenor Developments Limited. The joint venture company is Barton Oxford LLP. It will fund the infrastructure needed to get development underway. The joint venture company allows the City Council to take a share in the value created and to recycle returns into the development.
- 8.2 Because the development is being brought forward by the joint venture company, the City Council is able to control and influence the direction of the development as landowner as well as planning authority and housing authority. The policies in this AAP aim to deliver a sustainable, inclusive, balanced and mixed new community that is integrated with the rest of the city, with benefits that extend to existing neighbourhoods. The AAP policies establish the infrastructure that will be required to achieve the AAP objectives. The masterplan and phasing strategy will reflect the AAP vision, objectives and policies. To ensure the timely provision of services, facilities and infrastructure, trigger points to bring these on line will be set according to when they are likely to be needed.
- 8.3 Planning obligations and charges payable through the Community Infrastructure Levy (CIL) will be needed to mitigate the impacts of the new development by obliging developers to provide new or improve existing physical and social infrastructure. The nature and scale of contributions/charges for on-site and off-site infrastructure will be based on the adopted Oxford Planning Obligations SPD and the CIL Charging Schedule (if adopted).
- 8.4 If at the time the planning application is determined the CIL Charging Schedule has been adopted, charges for off-site infrastructure will be made in line with the CIL charging schedule and charges for on-site infrastructure will be based on the Planning Obligations SPD.

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- 8.5 If the CIL Charging Schedule has not been adopted by that time, the nature and scale of contributions for both on-site and off-site infrastructure will be based on the Planning Obligations SPD.
- 8.6 As well as creating the need for a new primary school, the development will generate demand for more secondary school places. To meet this need, more capacity will be created at an existing secondary school in the city. Barton Oxford LLP will meet the costs of the extra secondary school places generated by the development. These costs will be calculated according to estimated pupil numbers, Department for Education cost multipliers at the time and estimated future capacity in catchment secondary schools.
- 8.7 If temporary accommodation is needed to provide the extra school places, the developer will be expected to pay for providing or relocating temporary classrooms. These are generally provided most economically on an existing school site. The most appropriate location for any temporary primary school buildings is likely to be Bayards Hill School in Barton.
- 8.8 The overall viability will be taken into account when deciding the level of planning obligations to be included in the Section 106 agreement at the outline planning application(s) stage. A schedule of services, facilities and infrastructure, with a timetable for providing them, will be set out in a legal agreement. This will sit alongside a Phasing and Implementation Strategy, which will be needed to support the outline planning application.

Policy BA14: Delivery

Phasing of the strategic development site must have regard to the aim of creating a sustainable community from the outset and as the development progresses. A phasing strategy must be submitted with the outline planning application for approval by the local planning authority.

Planning permission will only be granted where there are suitable arrangements to improve or to provide and phase the infrastructure, services and facilities that will make the scheme acceptable in planning terms. The provision of infrastructure will be timed to relate to the start of development, to the relevant phase of development or the first occupation of homes.

The level of planning obligations to be included in the Section 106 agreement will be agreed at planning application stage. This will be in addition to any charges payable through the Community Infrastructure Levy.

Section 106 will be needed to cover the following on-site infrastructure:

- Affordable housing.
- Community facilities.
- Primary school (including any temporary accommodation).
- Public open space and sport and recreation facilities, including the linear park and a replacement recreation ground.
- Allotments or land for community use for food cultivation to replace the uncultivated allotment land.
- On-site highways and transport infrastructure.
- A40 junction/roundabout.

- Pedestrian and cycle links.
- Layout to allow provision for public transport.
- Drainage and flood prevention.
- Biodiversity.
- Energy infrastructure and other utilities, including rationalising, re-aligning and burying the power lines.

Charges payable through an adopted Community Infrastructure Levy Charging Schedule will be required to cover the costs of the following off-site infrastructure:

- Secondary school contributions.
- Links between the linear park and Play Barton.
- Public realm improvements to links between the new development and Barton.
- Off-site works to provide appropriate pedestrian and cycle connections or necessary improvements to the existing networks including the existing crossing between Headington and Barton.
- Any required upgrades to the water supply and waste water drainage/treatment networks.

If no adopted Community Infrastructure Levy is available, Section 106 contributions will be required to cover the costs of the required off-site infrastructure.

A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support a Reserved Matters planning application.

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Flooding

- 8.9 The strategic development site is bounded to the north by Bayswater Brook. A number of ordinary watercourses flow from south to north across the site, draining naturally into the Brook. A preliminary flood risk assessment has been prepared for the strategic site at Barton, which shows that no part of the site lies in Flood Zone 3b (functional floodplain where water has to flow or be stored in times of flood). An area of almost 3 hectares (8% of the site) is in Flood Zone 3a (high probability of flooding). The site has been unaffected by historic flood events in Oxford.
- 8.10 National policy on development and flood risk aims to steer development to areas of lower flood risk through the sequential test. The area of the site in Flood Zone 3a will be set aside for the linear park along Bayswater Brook. Safeguarding this area from built development will avoid increasing flood risk, make the development more resilient to climate change and enhance biodiversity, as well as helping to fulfil this Plan's wider objectives.
- 8.11 Flood risk must be properly assessed from the earliest design stage. A detailed Flood Risk Assessment (FRA) assessing all forms of flood risk must accompany the outline planning application. The FRA must demonstrate that the development will not increase flood risk on or off-site and will reduce flood risk where possible.
- 8.12 The FRA should also demonstrate:
- a good understanding of the risk and extent of river and other watercourse flooding across the site, up to and including the '1-in-100-year flood' with an allowance for climate change, as well as extreme flooding
 - that the flood risk management hierarchy advocated in national guidance has been applied
 - that the proposed development will neither reduce flood-water storage nor obstruct flood flows
 - that safe routes will be maintained to enable people to leave their homes and other buildings during floods, and go to an area outside of the flood plain
 - that buffer zones will be provided alongside all watercourses.



Policy BA15: Flooding

The developer must carry out a full flood risk assessment for the development site, which includes information to show how the proposed development will not increase flood risk. Any necessary mitigation measures must be implemented.

Development that will lead to increased flood risk elsewhere, or where the occupants will not be safe from flooding, will not be permitted.

Where appropriate, development should be designed to be resilient to the risk of flooding. Development should reduce on-site and off-site flood risk where possible.

Sustainable Urban Drainage Systems

- 8.13 The development should include Sustainable Urban Drainage Systems (SUDS) to reduce any increases in surface water drainage, taking into consideration present and future climate change scenarios. SUDS are the most sustainable way of ensuring that surface water run-off from the development does not increase the risk of flooding to the site itself and to areas downstream. SUDS can offer opportunities to reduce pollution, improve water quality and enhance biodiversity, recreation and amenity. The masterplanning will consider SUDS based on the layout and type of development; ways to limit run-off from new development; calculation of predicted run-off; and how far the site topography and conditions can be exploited to reduce flood risk. Where possible infiltration should be prioritised over discharge to a watercourse and open conveyance methods are preferable to piped systems. Indicative locations for the main SUDS features should be identified early in the design process. Fluvial flood alleviation should focus on the floodplain; measures could be included in the linear park. Surface water alleviation features such as ponds and swales (dips in the ground where water can collect) should be provided across the site according to topography and conditions. Public and private areas of hard-standing, such as car-parking, should be permeable wherever possible.
- 8.14 SUDS may be combined with a system to help regulate water flows from roofs to the drainage system, and with grey water recycling. Installation of green roofs, where soil and plant material are attached to create a living surface, can reduce water run-off as well as providing insulation and creating a habitat for wildlife.
- 8.15 The outline planning application will be supported by a Surface Water Management Plan that demonstrates how SUDS techniques will be used on the strategic development site. Appropriate surface water drainage features will be adopted, maintained and managed by Oxfordshire County Council as lead flood authority.

Policy BA16: Surface water drainage

Surface water drainage for the strategic development site should be designed as a Sustainable Urban Drainage System (SUDS) to reduce overall run-off volumes leaving the site; control the rate of flow; and improve the quality of the water before it joins any watercourse or other body of water.

The surface water drainage system will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower rate, than was the case before development.

Water storage areas should be designed and integrated into the development with consideration to their drainage, recreation, biodiversity and amenity value.

Any surface water drainage scheme will need to be capable of accommodating the flood risk associated with storms as well as normal rainfall. All flood mitigation measures must make allowance for the forecast effects of climate change.

The standard of construction and placement of SUDS will be agreed with the local planning authority and the lead flood authority before construction begins.

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Water supply and wastewater drainage

8.16 There are no major water and sewerage constraints in Oxford, but Thames Water says the foul-water infrastructure must be upgraded to ensure that enough capacity exists before people move into the new development at Barton. The developer must produce an on-site and off-site water network supply and drainage strategy in liaison with Thames Water. The treatment of the wastewater associated with the new development must not worsen water quality or increase flood risk.

Policy BA17: **Water supply and wastewater drainage**

An on-site and off-site water network supply and drainage strategy must be produced by the strategic site developer to ensure that appropriate upgrades are in place ahead of occupation of the development. Planning conditions will link the start and phased development of the site to the availability of wastewater infrastructure capacity and the capacity of receiving watercourses. Development of any phase must not result in an adverse impact in water quality or an increase risk of sewer flooding as a result of the additional wastewater flows from the development.

Land remediation

8.17 The strategic development site includes about 3.6 hectares of landfill dating from the late 1950s. The area lies in the north-east corner of the site and is currently occupied by the recreation ground. Preliminary geoenvironmental ground investigation indicates that the landfill is thickest in the northern part of the area (up to 4.4 metres), thinning to grade into the pre-existing ground contours to the west, south and east. Surface topsoil covers the landfilled material.

8.18 Land contamination is a material consideration when taking decisions on planning applications. The developer is responsible for identifying any contamination affecting the land, and to remedy this to ensure that the site is in suitable condition for its new use. The developer should investigate the site to identify contamination; assess the risk of creating pathways for contamination to leak into the groundwater; and decide how to reduce contamination and prevent contamination pathways occurring. The developer will need to satisfy the local planning authority and the Environment Agency that it will tackle unacceptable risk from contamination through remediation without undue environmental impact during and after the development.

Policy BA18: **Land remediation**

An intrusive investigation of the land occupied by the recreation ground must be carried out and a land contamination assessment of the strategic development site submitted with the outline planning application. The local planning authority will only permit development if it is satisfied that the land is capable of remediation and fit for its use. A programme of remediation and validation must be agreed with the local planning authority and undertaken before the implementation of the planning permission for the land occupied by the recreation ground.

Sidlings Copse and College Pond SSSI

- 8.19 Sidlings Copse and College Pond Site of Special Scientific Interest (SSSI) lies about 600 metres to the north-east of the strategic development site in South Oxfordshire District Council's area. The SSSI consists of several habitats lying in close proximity in and around a steeply sloping valley. It is an important ecological resource that contributes to the city's biodiversity. The SSSI is managed as a nature reserve by the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT).
- 8.20 Sidlings Copse and College Pond is sensitive to increased recreational use. It is therefore important that the enhanced links to the countryside from the strategic development site do not result in damage to the SSSI. The developer must submit and agree with the City Council, Natural England and BBOWT a plan for avoiding any potential damage resulting from increased recreational pressure from the new development. Including plenty of attractive and continuous natural green space and a variety of appropriate wildlife habitats will help provide an alternative to recreational use of the SSSI. The linear park along Bayswater Brook, with links to other green areas within the site, will be important in the impact avoidance plan. The linear park should be designed and managed to minimise potential harm to the Sidlings Copse and College Pond SSSI.

Policy BA19: **Sidlings Copse and College Pond SSSI**

Before the planning application is determined, the developer of the strategic site must submit and agree a plan for avoiding any harm to Sidlings Copse and College Pond Site of Special Scientific Interest which could result from increased recreational pressures from the development. This impact avoidance plan must be implemented in accordance with the approved scheme.

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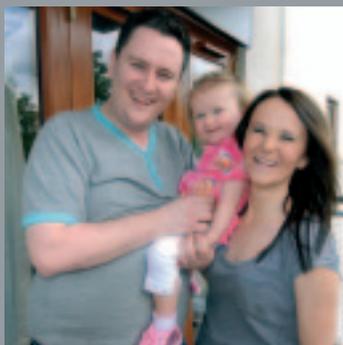
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Section 9 Regeneration in Barton and Northway



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Regeneration can help to tackle disparities in life chances by transforming deprived areas and improving the lives of those living in and around them. The new development will be planned in such a way that the existing communities close to the strategic site benefit from the changes that take place. This will be through access to new facilities and services, better links to the rest of the city and the surrounding countryside, returning pockets of neglected land to good use and directly linking local people and businesses to the economic opportunities created by the development.

Place, infrastructure, people and economy

- 9.1 The Regeneration Framework for Oxford to 2026 sets out the regeneration challenges facing the city. These fall into three major categories: 'place and infrastructure', 'people' and 'the economy'. Issues such as poor qualifications and low skill levels, economic inactivity and unemployment, low incomes, low levels of business enterprise, child poverty and poor health are all interlinked. They can form a cycle where deprivation passes from one generation to another. Barton is one of the most deprived neighbourhoods in Oxford, with relatively low life expectancy and employment rates compared with much of the rest of the city. Parts of Barton fall within the 20% most deprived areas in England with the rest within the 40% most deprived areas. Parts of Northway also fall within the 40% most deprived areas of England.
- 9.2 Community engagement is essential to successful regeneration. Based on the Regeneration Framework for Oxford, Area Regeneration Plans are being prepared for Barton and Northway. These plans will allow the communities in Barton and Northway to define the regeneration agenda for their areas. The Area Regeneration Plans will sit alongside this AAP.
- 9.3 Together the policies set out in the AAP will tackle:
- 'place and infrastructure challenges' by helping link people to jobs, improving the development of the public realm and adding to the range of community facilities
 - 'people challenges' by providing greater opportunities for improved educational attainment, skills and access to health facilities, and by contributing to safety and well-being
 - 'economic challenges' by increasing economic activity rates.

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Access to new facilities

9.4 The new neighbourhood centre will include a community hub. The new community facilities, with the sports pitches, linear park, other open space and new shops will be easily accessible to the existing communities in Barton and Northway. The new community hub will increase the range of choices available and complement the provision of new, state-of-the-art community facilities in Northway that will replace the existing community centre by early 2015. There will also be better access between Northway and the swimming pool in Barton and improved access to the countryside.

Better integration with the rest of Oxford

9.5 The new approach to the ring-road, with lower traffic speeds and consequently less traffic noise, will reduce the sense of severance between Barton and the rest of the city. Pedestrian and cycle crossings will be easier, and new homes in Barton could be located adjacent to the ring-road, facing the city, so the residents feel part of it.

9.6 New links across the ring-road will improve accessibility for current Barton residents. Pedestrians and cyclists will have better connections to a wider choice of shops, facilities and education and employment opportunities (including major employers) in Headington, at the John Radcliffe Hospital and beyond in the rest of Oxford. The connections will also make it easier for Northway residents to access the range of community and leisure facilities that are already available in Barton.

9.7 Northway and Barton are both already served by regular bus services, and more frequent services or destinations could become available.

Development opportunity sites

9.8 There may be other, additional opportunities for physical regeneration in Northway and Barton. These include two sites owned by the City Council in Westlands Drive and Dora Carr Close in Northway, where around 70 new homes will be provided by Hab Oakus, most for low-cost rent or shared-ownership. Site specific allocations can be found in the Sites and Housing Plan. Development opportunities could:

- provide additional housing
- improve the public realm
- create positive and active frontages to help improve people's sense of security in public and communal areas
- increase the number of pedestrian and cycle routes.



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Linking local people to economic opportunities

9.9 One of the main ways of improving life chances is to tackle worklessness, by increasing employment opportunities and ensuring that local people have the skills that employers want. The new development offers the potential for a range of training and job opportunities, as well as supply-chain opportunities, giving local businesses the chance to provide the range of activities and goods that will be needed for the development. The City Council – as landowner and planning authority – will target these opportunities towards local people and local businesses.

Policy BA20: Linking local people to economic opportunities

The Council will use planning conditions to ensure that local people and businesses benefit from opportunities that are generated by the new development. Permission will not be granted for development that does not link local people to economic opportunities.

The developer must demonstrate how:

- new jobs, apprenticeships and other training opportunities that arise from the development will be targeted towards local people, and
- supply-chain opportunities for local businesses will be promoted during and after construction.

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Annex 1

Supporting information for outline planning applications

- A1.1 The applicant (or applicants) must submit sufficient supporting information to enable the City Council to fully consider the impact of their proposals. A number of studies and strategies need to be put in place before planning permission can be granted, to ensure that the Plan's objectives and policy requirements are met and a high-quality, sustainable development is achieved.
- A1.2 A site-wide Design Code must be prepared for agreement by the local planning authority in advance of the outline planning application.
- A1.3 The following information must be submitted alongside the outline planning application:
- The national list of requirements necessary to validate an application for outline planning permission with some matters reserved
 - Draft heads of terms for the Section 106 legal agreement
 - Affordable housing statement
 - Air quality statement
 - Biodiversity enhancement plan
 - Design and access statement, including compliance with Building for Life criteria
 - Energy strategy
 - Ecological surveys
 - Environmental impact assessment
 - Flood risk assessment
 - Heritage statement
 - Land contamination assessment
 - Landscape and visual impact assessment
 - Landscape, management and maintenance plan for the linear park and other open space
 - Lighting assessment
 - Masterplan
 - Natural resource impact analysis, including energy statement
 - Noise impact assessment
 - Open space assessment
 - Parameters plans
 - Parking provision for cycles and cars
 - Phasing and implementation strategy
 - Planning statement
 - Plan for managing potential adverse impacts on Sidlings Copse and College Pond SSSI
 - Retail impact assessment
 - Secured by design statement
 - Site waste management plan
 - Statement of community involvement
 - Surface water management scheme
 - Transport assessment, including justification for parking design
 - Travel plan
 - Tree survey
 - Utilities assessment
 - Water and drainage strategy

Annex 2

Infrastructure schedule

The table below is a summary of the infrastructure requirements and costs for the Barton development.

	Project	Measures	Estimated cost	
Infrastructure projects	Services	Includes bringing services to site and network improvements	3.7	million
	Highways	Includes new junction, on-site highways and crossings	5.1	million
	Landscaping	Includes linear park, A40 landscaping, recreation ground and allotments	1.0	million
	Others	Groundworks (including works to landfill)	1.9	million
		Energy scheme	2.3	million
Drainage including SUDS		0.9	million	
	Screening sub-station	0.1	million	
	Sub-total		15.0	million
'Developer contribution' projects*	Community Hub	Includes new on-site primary school and provision of temporary accommodation for early phases (note this does not include the cost of the land)	7.6	million
	City Council requirements	Allotments	0.009	million
		Sports facilities	0.3	million
		Play areas	0.1	million
		Public art	0.3	million
		Open space	0.5	million
	County Council requirements	Library	0.1	million
		Museum	0.01	million
		Secondary education provision	3.0	million
		Waste management	0.08	million
Social and healthcare		0.2	million	
	Highways measures	3.0	million	
	Commuted maintenance and administration fees	0.1	million	
	Sub-total		15.3	million
	Total		30.3	million

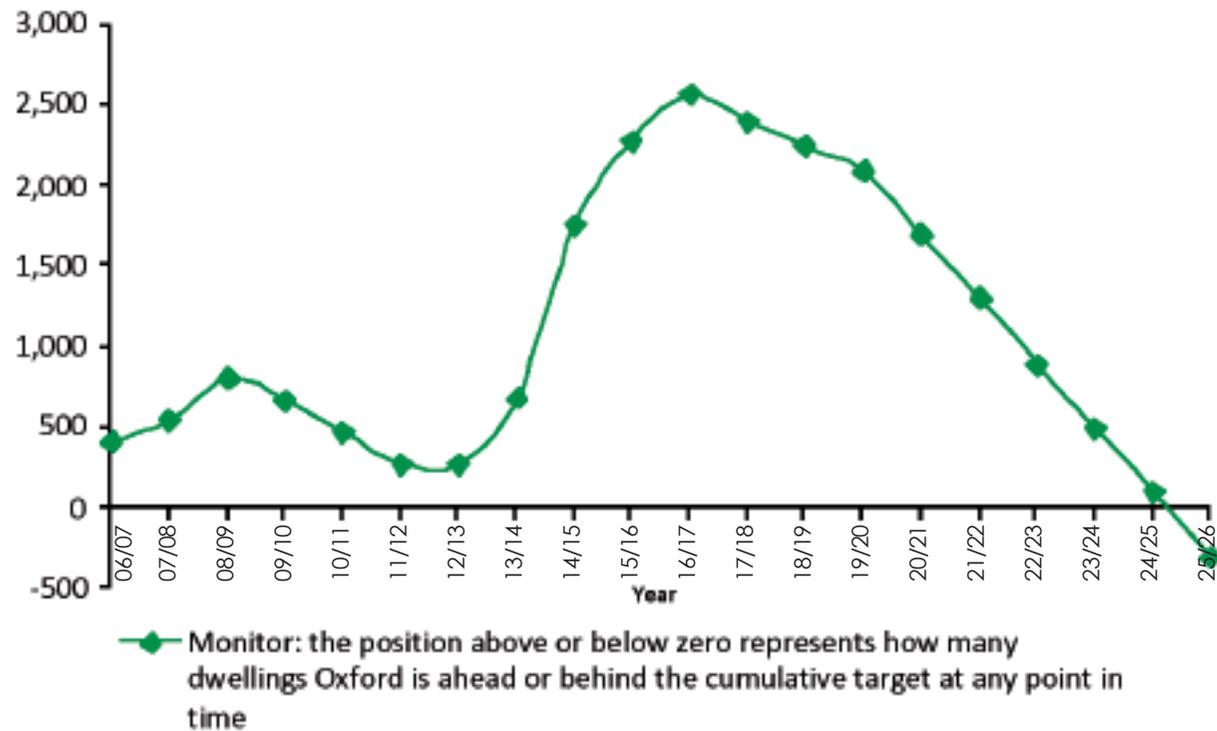
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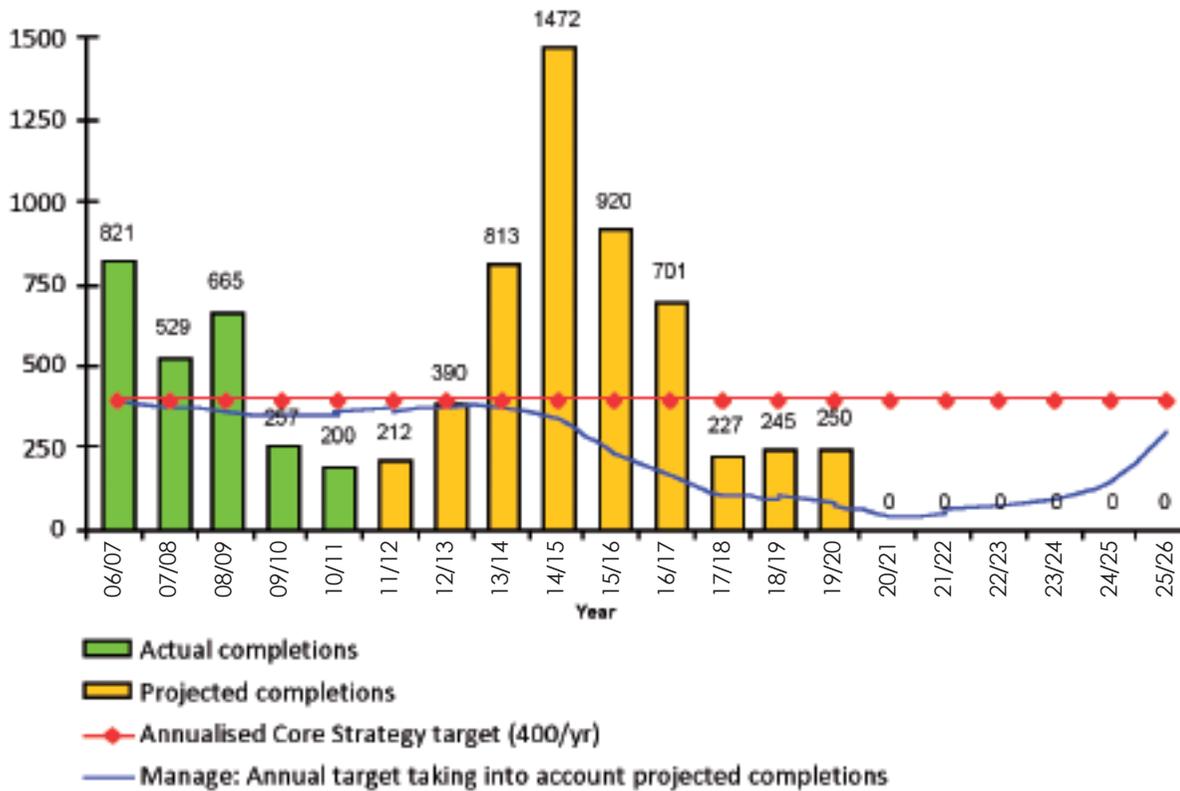
* N.B: Some of the items under the developer contributions table may be provided directly by the developer rather than through CIL/Section 106.

Annex 3

Housing trajectory

A3.1 The housing trajectory demonstrates the position based upon the Strategic Housing Land Availability Assessment (Dec 2011) with the addition of sites proposed to be allocated in the Sites and Housing Plan. Barton falls within years 2014/15 and 2019/20. No allowance has been made for windfalls.





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A3.2 Housing trajectory data against Core Strategy target of 8,000 dwellings from 2006-26

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	TOTALS	
Sites and Housing allocations (deliverable)	-	-	-	-	-	-	200	453	765	-	-	-	-	-	-	-	-	-	-	-	-	1418
Sites and Housing allocations (developable)	-	-	-	-	-	-	-	127	125	390	140	-	-	100	-	-	-	-	-	-	-	882
West End AAP sites	-	-	-	-	-	-	-	50	393	145	145	27	-	-	-	-	-	-	-	-	-	760
Core Strategy strategic sites (Barton and Northern Gateway)	-	-	-	-	-	-	-	-	100	375	200	200	175	150	-	-	-	-	-	-	-	1200
Former Local Plan sites	-	-	-	-	-	17	40	12	-	10	-	-	70	-	-	-	-	-	-	-	-	149
Employment sites	-	-	-	-	-	-	10	-	-	-	16	-	-	-	-	-	-	-	-	-	-	26
Commitments (large sites)	-	-	-	-	-	60	60	63	-	-	-	-	-	-	-	-	-	-	-	-	-	183
Commitments (small sites)	-	-	-	-	-	80	80	85	-	-	-	-	-	-	-	-	-	-	-	-	-	245
Sites where permission refused but principle acceptable	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	13
Suitable sites pending decision	-	-	-	-	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-	-	-	32
Basic desktop study	-	-	-	-	-	55	-	10	57	-	200	-	-	-	-	-	-	-	-	-	-	322
Windfall sites	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Actual completions	821	529	665	257	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2472
Total projected completions	-	-	-	-	-	212	390	813	1472	920	701	227	245	250	0	0	0	0	0	0	0	5230
Cumulative completions	821	1350	2015	2272	2472	2684	3074	3887	5359	6279	6980	7207	7452	7702	7702	7702	7702	7702	7702	7702	7702	7702
Housing target	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	8000
Cumulative requirement	400	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	5200	5600	6000	6400	6800	7200	7600	8000	8000	8000
Monitor	421	550	815	672	472	284	274	687	1759	2279	2580	2407	2252	2102	1702	1302	902	502	102	-298	-	-
Manage	400	378	369	352	358	369	380	379	343	240	172	113	99	78	50	60	75	99	149	298	-	298

Annex 4

Changes to the Oxford Policies Map

A4.1 The following changes will be made to the Oxford Policies Map:

- Addition to show the Barton AAP boundary.
- Removal of the SR5 designation for Barton Village Nature Park.

A4.2 Although the position of Barton Village Recreation Ground (designated SR2) and the uncultivated allotments (designated SR8) may change as a result of the development, the detail of those changes will not be known until the masterplanning stage. Both areas will therefore remain unchanged on the Policies Map.

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Monitoring framework

Policy area	Indicator	Target to be met
Integration with Barton	Amount of land for open-air sport	No net loss of land for open-air sport
	Area of statutory allotment land	No net loss of allotment land/land for community use for food cultivation
	Amount of public open space	Public open space provided equivalent to at least 10% of the development site area
Sustainable travel	Amount of development complying with car-parking standards	All car-parking to comply with adopted maximum standards
New homes	Number of new homes completed	Around 1,000 new homes on the development site completed in accordance with the following indicative cumulative targets: <ul style="list-style-type: none"> • 2014/15 – 100 units • 2015/16 – 275 units • 2016/17 – 475 units • 2017/18 – 675 units • 2018/19 – 850 units • 2019/20 – 1,000 units
	Mix of housing	Overall mix of completed homes: <ul style="list-style-type: none"> • 1 bedroom – 5-10% • 2 bedroom – 25-30% • 3 bedroom – 40-55% • 4 bedroom or more – 15-20%
	Proportion of homes completed for social rent	At least 40% social rented homes overall
	Proportion of affordable homes completed in each development phase	At least 35% affordable housing provided in each development phase

Policy area	Indicator	Target to be met
Local centre	Amount of new floor space for convenience (food) retail use	New floor space for convenience (food) retail use provided but does not exceed 2,000m ² gross internal
Design	Proportion of energy delivered through on-site renewable or low-carbon sources	Provision of on-site renewable or low-carbon energy sources that meet at least 20% of energy needs
	Proportion of development consistent with Design Code	100% of planning approvals consistent with Design Code
Infrastructure and services	Timely provision of services, infrastructure and community facilities	Provision in accordance with trigger points set out in agreed phasing strategy
Regeneration	Proportion of planning approvals linking economic opportunities to local people and businesses	100% of relevant planning approvals link local people to new jobs and training opportunities
		100% of relevant planning approvals link local businesses to supply chain opportunities

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The Land at Barton and its surroundings

A4.1 The area referred to in the Oxford Core Strategy as 'Land at Barton' is on the north-east of Oxford on land to the north of the A40 dual carriageway (the ring-road) at Barton. There are four built-up areas surrounding the site: Barton (immediately to the east); Old Headington (to the south); Headington, including the John Radcliffe Hospital (to the south-east and south); and Northway (to the south-west). Each of these areas has its own character and local centre, facilities and open spaces.

A4.2 To the north of the site lies Bayswater Brook and, beyond that, open countryside in South Oxfordshire District Council's administrative area.

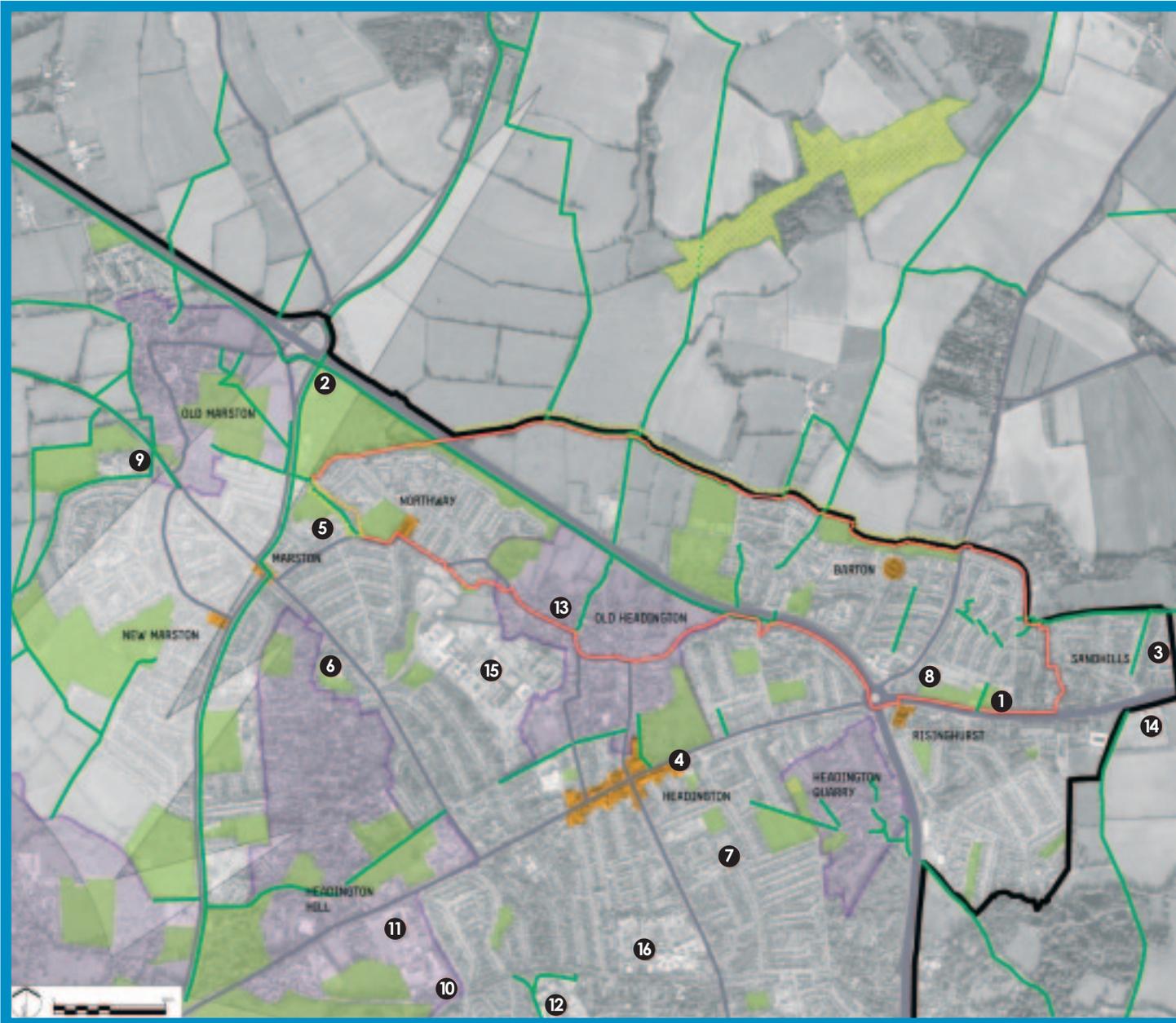
A4.3 With the exception of Barton, the site is separated from its neighbouring communities by the ring-road, which forms part of the strategic highway network but is not a trunk road. At the moment the only direct vehicle access is via residential roads in Barton.

Key to Map 7

-  AAP Area
-  A40
-  Key Routes
-  Existing Public Rights of Way
-  Local / Neighbourhood Centres
-  Conservation Areas
-  Open Space
-  SSSI
-  SLINC
-  Oxford City Boundary
-  View Cone

- 1 Barton Leisure Centre
- 2 Court Place Farm Sports Ground
- 3 Sandhills Community Primary School
- 4 St. Andrew's Church of England Primary School
- 5 New Marston Primary School
- 6 St. Joseph's Catholic Primary School
- 7 Windmill Primary School
- 8 Bayard's Hill Primary School
- 9 St. Nicholas Primary School
- 10 Cheney School
- 11 Oxford Brookes University
- 12 University of Oxford Old Road Campus
- 13 Ruskin College
- 14 Thornhill Park & Ride
- 15 John Radcliffe Hospital
- 16 Nuffield Orthopaedic Centre

Map 7: Context



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Map 8: Existing infrastructure



Key to Map 8

	Substation
	Gas Pressure Reduction Site
	Former Landfill
	High Voltage Electricity – Overhead
	High Voltage Electricity – Buried
	Intermediate Pressure Gas Main
	Foul Water Sewer
	Fibre Optics
	Bayswater Brook
	A40

The strategic development site

- A4.4 The Land at Barton extends to a total of 36 hectares. It is undeveloped, comprising mainly low-grade agricultural land used for grazing with hedgerows and trees. The Barton Village Recreation Ground – which comprises grass football pitches, a children’s play area, a clubhouse and hard-surfaced car-parking – lies in the north-east corner of the site. The recreation ground area was raised and levelled using waste materials during the 1950s. The landfill materials are thickest in the northern part of the area (up to 4.4 metres), thinning to grade into the pre-existing ground contours to the west, south and east. There are allotments in active use to the south of the recreation ground and the Barton Village Nature Park is in the far south-east corner.
- A4.5 A primary electricity substation owned by SSE lies in the centre of the site, and the land is traversed by five overhead electricity cables. The substation will remain in use, but about 2 hectares of the SSE land is surplus to the company’s needs.
- A4.6 Existing footpaths run alongside Bayswater Brook on the eastern half of the site and north-south across the site adjacent to the electricity substation. Drainage ditches run from the south of the site to Bayswater Brook.

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Map 9: Landscape and ecology



Landscape context and character

A4.7 To the south of the Land at Barton and the ring-road lies the Old Headington Conservation Area. From within the Conservation Area there are views across fields to the south of the ring-road and the strategic development site to landscape beyond Oxford's boundary. These views form a key feature of the rural character of Old Headington. The green open space also forms the setting of some of Old Headington's listed buildings in views into the Conservation Area from Elsfield in South Oxfordshire.



A4.8 The Land at Barton lies on the slope of the Bayswater Brook valley. The valley is enclosed by a ridge to the north that runs through Elsfield and then south-east towards the north of Barton, and to the south by a ridge where Old Headington sits. Barton Village Nature Park and the allotments in the south-east corner are on the highest ground within the site, from where the site slopes away downwards (in a northerly and westerly direction) towards the recreation ground and the electricity sub-station respectively – a 15 metre fall in height. Further west the fields slope gently towards Bayswater Brook, with the valley side becoming steeper immediately south of the ring-road, where it rises towards Old Headington.

A4.9 The Land at Barton is enclosed by existing mature vegetation on and off the site, which screens it from almost all viewpoints, and is generally not visible from the Old Headington Conservation Area.

Ecology

A4.10 Bayswater Brook is designated as a Site of Local Importance for Nature Conservation (SLINC). The stream corridor – with linear woodland, semi-improved grassland and scrub, a network of hedgerows and mature trees – forms a collection of features of potential ecological interest. Ecological studies have confirmed that while there are no major constraints, some features of the site would merit retention, enhancement or restoration as part of future development. These include Bayswater Brook, which is in poor condition, particularly at the eastern section close to Barton where hedgerows and woodland are unmanaged, but which offers the potential to better support a range of species.

A4.11 A Site of Special Scientific Interest (SSSI) – Sidlings Copse and College Pond – lies about 600 metres to the north-east of the Land at Barton in South Oxfordshire District Council's area.

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Map 10: Flooding and drainage

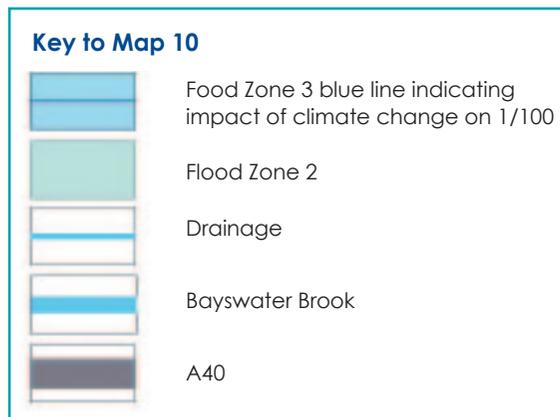


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Flood risk

A4.12 The Land at Barton is bounded to the north by Bayswater Brook. The preliminary flood risk assessment shows that none of the site lies in Flood Zone 3b (functional floodplain where water has to flow or be stored in times of flood). An area of almost 3 hectares (8% of the site) is in Flood Zone 3a (high probability of flooding).



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Glossary

Affordable housing

Dwellings at a rent or price that can be afforded by people who are in housing need and would otherwise be accommodated by the City Council.

Affordable rent

A new affordable housing model, where social housing is offered at a rent of up to 80% of the local market rent and for a tenancy that can range from two years to a lifetime.

Area Action Plan (AAP)

A Plan that forms part of the Local Development Framework. AAPs are used as the planning framework for areas subject to significant change or where conservation is needed. A key feature is a focus on implementation. Once adopted, the AAP forms the planning policy and spatial framework for the development of the area.

At-grade

At the same level. An at-grade junction or crossing of the ring-road would occur at surface level.

Attenuation ponds

Ponds that are normally dry or shallow but are available to store excess water where there is a risk of flooding. See Sustainable Urban Drainage Systems.

Building for Life

Building for Life is the national standard for well-designed homes and neighbourhoods. Assessments are scored against 20 Building for Life criteria, covering environment and community; character; streets, parking and pedestrianisation; and design and construction. Building for Life is managed by a partnership of the Design Council CABI, the Home Builders Federation and Design for Homes.

CABI

Between 1999 and 2011 the Commission for Architecture and the Built Environment advised government on architecture, urban design and public space.

Clear-span bridge

A bridge that completely spans a watercourse and is built without altering the stream bed or bank.

Code for Sustainable Homes (CSH)

The national standard for the sustainable design and construction of new homes. The Code aims to reduce carbon emissions resulting from fuel usage for lighting, heating and power, and to create homes that are more sustainable. It has been mandatory for all new homes to be rated against the Code since 2008. The standard is currently set to CSH level 3, increasing to CSH level 4 in 2013. The current goal is to achieve zero-carbon homes in 2016.

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Combined Heat and Power (CHP)

Sometimes known as co-generation, Combined Heat and Power is the use of a single piece of plant to generate both heat and electricity. In conventional power generation, large quantities of energy in the form of heat are wasted. CHP is much more efficient. Although not a renewable technology, it can be combined with sustainable fuels to provide low-cost heating that has a minimal carbon footprint.

Community Infrastructure Levy (CIL)

A new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local communities and neighbourhoods want.

Core Strategy

A Plan that forms the strategic overview element of the Local Development Framework and contains policies against which planning applications are assessed.

Delivery

To be judged 'sound', Plan policies must (among other things) be deliverable. They must show how the vision and objectives will be delivered, by whom and when.

Extra-care housing

A type of specialised housing for older and disabled people. It is purpose-built accommodation in which 24-hour personal care and support can be offered and where various other services are shared. It is also known as 'assisted living', 'close care' and 'very sheltered housing'. The City Council's affordable housing policy applies to these units.

Flood zones

These are defined in "Technical Guidance to the NPPF". Land in Flood Zone 1 is assessed as having a less than 1 in 1000 probability of river flooding in any year (<0.1%). Land in Flood Zone 2 is assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% - 0.1%). Land in Flood Zone 3a is assessed as having a 1 in 100 or greater annual probability of river flooding (>1%).

Grade-separated

At different levels – for example a bridge or a subway.

HBF

Home Builders Federation.

Homes and Communities Agency (HCA)

The national housing and regeneration agency. Its role is to create opportunities for people to live in high-quality, sustainable places. It provides funding for affordable housing, brings land back into productive use and improves quality of life by raising standards for the physical and social environment.

Land contamination

Land contamination is a broad term used to describe situations where elevated levels of contaminants are present in land due to industrial use, waste disposal, accidents or spillages, airborne deposits or spread of contaminants from adjacent areas. Land may also be contaminated by the presence of naturally occurring substances. This is different from the legal definition of 'contaminated land' set out in Part IIA of the Environmental Protection Act 1990.

Lifetime Homes

The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. The standards include level entry to the home, minimum doorway widths, adequate wheelchair manoeuvring space, provision for future installation of internal lifts and appropriate window heights.

Local Development Framework (LDF)

A non-statutory term used to describe the portfolio of Plans, Supplementary Planning Documents, the Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Report.

Local Investment Plan (LIP)

A non-statutory strategic document that sets out priorities for delivering housing growth, economic development, regeneration and infrastructure. Prepared in Oxfordshire by the Spatial Planning and Infrastructure Partnership.

Local Transport Plan (LTP)

A document in which transport authorities set out their objectives and plans for developing transport in their areas. In Oxfordshire the latest (third) Local Transport Plan sets out transport policy and strategy for the period up until 2030.

National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Parameter plans

These plans are submitted as part of an outline planning application. They include matters such as land uses; areas of potential built development; building heights; landscape and open space; and other key elements such as character areas and parking that structure a development.

Photovoltaic cells

A renewable source of energy that converts solar energy into electrical energy.

Policies map

A map of Oxford forming part of the Local Development Framework and illustrating particular areas of land to which Plan policies apply.

Sequential test

National Planning Policy Framework requires that local authorities allocating land for development apply the Sequential Test to demonstrate that there are no readily available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

Site of Local Importance for Nature Conservation (SLINC)

A site containing habitats, plants and animals important in the context of Oxford.

Site of Special Scientific Interest (SSSI)

Areas identified by Natural England as being of special interest for their ecological or geological features. Natural England is the government's adviser on the natural environment.

SSE

Scottish and Southern Energy.

Section 106 agreements (s106)

Section 106 agreements (also known as planning obligations) are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. They are negotiated, usually in the context of planning applications, between local planning authorities and people with an interest in a piece of land. They are intended to make acceptable development that would otherwise be unacceptable in planning terms. They enable councils to secure contributions towards services, infrastructure and amenities to support and facilitate a proposed development.

Supplementary Planning Document (SPD)

Part of the LDF that supplements and elaborates on policies and proposals in Plans. Supplementary Planning Documents do not form part of the statutory development plan.

Sustainable Urban Drainage Systems (SUDS)

Sustainable Urban Drainage Systems, or SUDS, are a sequence of water-management practices and facilities designed to drain surface water and protect against flooding. These include porous roads; high-level road drainage; swales; soakaways (which allow excess water to drain into the ground); filter trenches; wet and dry attenuation ponds and ditches. SUDS mimic natural drainage processes and can provide benefits in terms of sustainability, water quality and amenity.

Sustainable Community Strategy

A strategy produced by a Local Strategic Partnership that sets the vision for an area and identifies the key areas where the partnership feels it can add value.

Swales

Dips in the ground where water can collect. See Sustainable Urban Drainage Systems.

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