

# CHAPTER EIGHT

## INFRASTRUCTURE AND NEW DEVELOPMENT

### INTRODUCTION

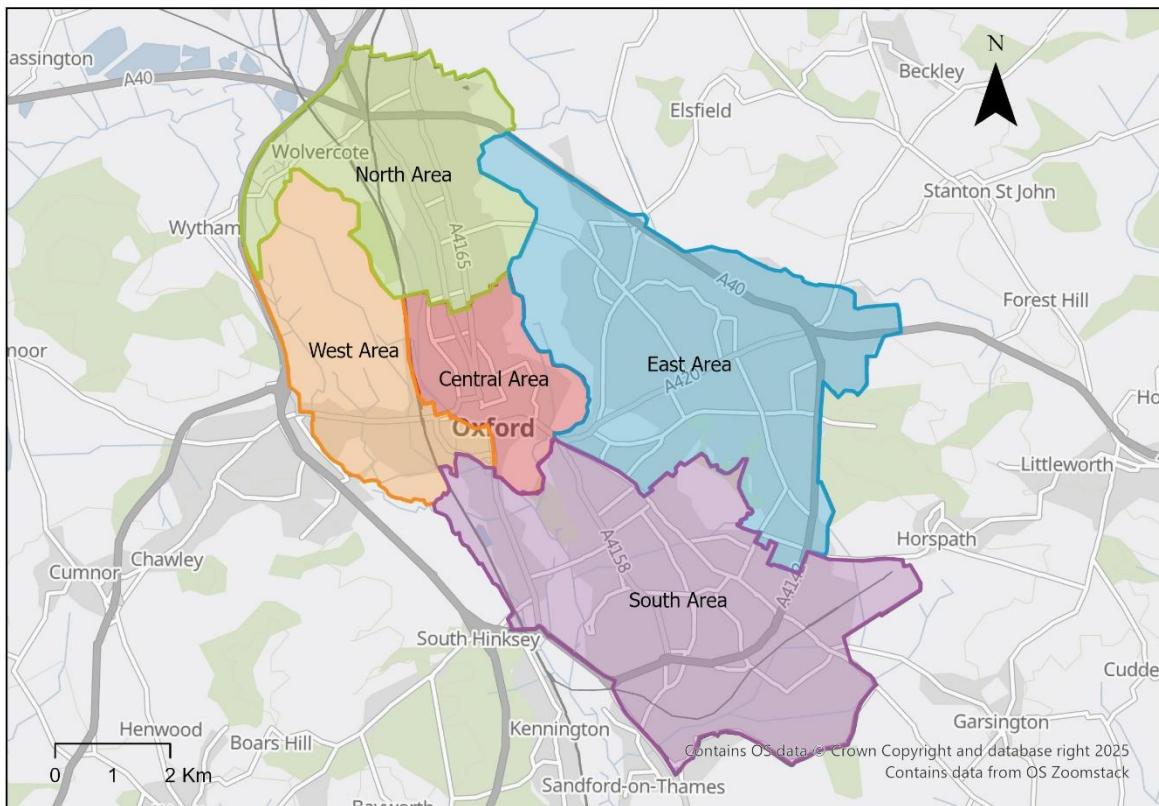
A development site allocation is a planning policy that describes what type of land use, or mix of uses, would be acceptable on a specific site, or whether the site is protected for certain types of development. These policies give guidance and certainty to developers and landowners and help local people understand what may happen in their neighbourhood in the future.

The development site allocation policies have been informed by a thorough process, building upon site appraisals. These thorough site appraisals and capacity assessments have informed minimum housing requirements for relevant sites. Other policies of the plan relevant to specific sites were also considered. The detail contained within the policies in this chapter is intended to give detailed guidance to apply the policies of the plan to the site allocations. The policies cross-referred to within the site allocation policies do not represent an exhaustive list. The site allocations do not supersede the other policies of the Plan, and all other policies remain relevant.

Housing numbers are expressed as a minimum net-gain. This means that sites with existing housing will be expected to re-provide the equivalent numbers, and also the minimum stated in the policy as a net-gain. The minimum number shall be exceeded where it is possible to do so consistent with the other policies in the Plan. The homes should be delivered as general market and affordable housing in accordance with Policy H2 unless the policies of the Plan allow for student accommodation or employer-linked affordable housing. Other specialist forms of housing will be considered on their merits. If communal accommodation is to be provided, the minimum quantum shall be calculated on the basis of the national policy ratio (or any amendment or replacement thereof). On mixed-use sites or phased sites, if only part of the site is being brought forward and the proposal does not include residential development, the potential to achieve the minimum housing capacity on remaining parts of the site when they come forward for development will be considered.

This chapter also outlines five ‘areas of focus’ across the city. These are areas where changes are anticipated over the plan period resulting from new development- including development outside the city adjacent to the city boundaries- and where a wider area consideration will be needed to ensure success.

New development across the city results in additional social, community and transport infrastructure needs. It is important that there are sufficient facilities to meet the needs of existing and future residents. The Infrastructure Delivery Plan (IDP) provides a summary of infrastructure needs across Oxford and sets out infrastructure schemes to meet the needs, taking into account the level of housing and employment growth over the Plan period. The IDP has divided the city into four quadrants



## DIGITAL INFRASTRUCTURE TO SUPPORT NEW DEVELOPMENT

### Policy Context

- Digital infrastructure is playing an increasingly important role in our day-to-day lives, supporting people to meet various needs, as well as the wider economy and the services businesses provide.
- In national policy significant weight is placed on supporting economic growth and productivity, and there is a requirement for planning policies to set out how digital infrastructure is delivered, made accessible and upgraded over time.
- Oxford at present is broadly covered by mobile networks, but access to the newer 5G network, which can offer more reliable connections in busier places and for higher intensity data transfer, is still limited.

### Policy Implementation

- The policy requires new development is serviced by appropriate digital infrastructure, for both residential and commercial development. It is important that this type of infrastructure is factored into the design of new development as with any other type of infrastructure, at the earliest possible stage during the design process.
- Developers are encouraged to engage early with a range of network operators, to ensure that development proposals are designed to be capable of providing this level of connectivity to all end users.
- The policy also supports data centres in appropriate locations, in recognition of their growing importance within the national critical infrastructure. By their nature, data centres often require sizable parcels of land and, depending on their scale, can be

resource intensive. However, due to Oxford's spatial and environmental constraints it is unlikely that many will come forward within the city's boundaries.

- Where data centres are proposed, proposals will be expected to demonstrate how they will mitigate impacts on the wider environment such as in relation to energy and water use (see **Policy R1** and **Policy R5**). Where these uses have the potential to generate waste heat, opportunities should be sought to repurpose this heat, so that it can service other users of heat in the city.

## **POLICY I1 DIGITAL INFRASTRUCTURE TO SUPPORT NEW DEVELOPMENT**

Development proposals should support the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access.

Development proposals should:

- a) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users;
- b) meet expected demand for mobile connectivity generated by the development;
- c) take appropriate measures to avoid reducing mobile connectivity in surrounding areas, and providing mitigation if that is unavoidable;
- d) where required support the effective use of buildings, outdoor spaces and the public realm to accommodate well-designed and suitably located mobile digital infrastructure;
- e) minimise impacts of digital infrastructure on the visual amenity, appearance and character of buildings and surrounding areas, and minimise impacts on the amenity of occupiers and neighbours of development.

Data centres play an important role in supporting a modern economy. New, expanded or upgraded data centres will be supported on suitable sites in appropriate locations in accordance with other policies of the development plan.

## **LAND SAFEGUARDED FOR INFRASTRUCTURE**

### **Policy Context**

- There are a number of specific strategic infrastructure schemes (included in the Infrastructure Delivery Plan) that involve land both within and outside the city boundary.
- Ensuring that the necessary land is available to deliver these specific infrastructure schemes is of vital importance to their success.
- These strategic infrastructure schemes are also governed by distinct consenting regimes that operate outside of the Oxford Local Plan 2045 process.
- As such, this policy seeks to safeguard land within Oxford administrative boundary, to support their delivery.

### **Policy implementation**

- The necessary land required to deliver the following infrastructure schemes is safeguarded within the city:
  - Oxford Flood Alleviation Scheme; and
  - East West Rail (Oxford).
- Each infrastructure scheme has a distinct safeguarding mechanism.

#### *Oxford Flood Alleviation Scheme*

- This is a critical priority infrastructure scheme being delivered primarily to reduce flood risk in Oxford.
- The land safeguarded for the Oxford Flood Alleviation Scheme is shown on the Policies Map.

#### *East West Rail (Oxford)*

- The land safeguarded for the East West Rail (Oxford) is shown on the Policies Map.
- The East West Rail Safeguarding Directions (November 2025) confers specific requirements in relation to development proposals involving the land safeguarded for East West Rail (Oxford).
- The following site allocations have the potential to be impacted by the land safeguarded for East West Rail (Oxford):
  - SPN5 – Pear Tree Farm
  - SPCW9 – Oxford Railway Station and Becket St Car Park
  - SPCW10 – Oxpens

## **POLICY I2 SAFEGUARDING LAND FOR INFRASTRUCTURE**

All safeguarded land is shown on the Policies Map.

#### **Oxford Flood Alleviation Scheme**

- a) Development proposals involving land safeguarded for the Oxford Flood Alleviation Scheme should:
  - i. Demonstrate that the land safeguarded for the Oxford Flood Alleviation Scheme has been taken account of in their design; and
  - ii. Ensure that consultation with relevant bodies has been undertaken.

#### **East West Rail (Oxford)**

- b) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions (or the requirements of any future equivalent or consenting legislation) has been followed.

## **NORTH INFRASTRUCTURE AREA**

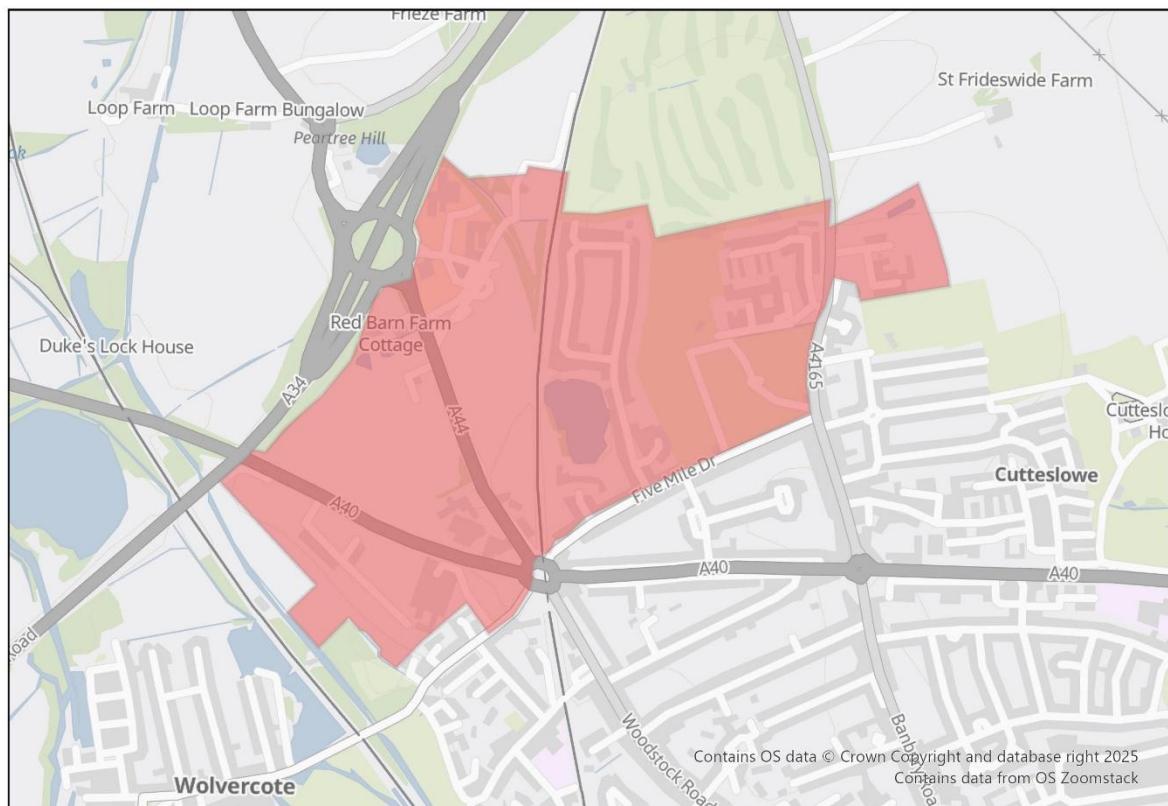
The North Infrastructure Area includes development sites such as Oxford North, which are adjacent to the Cherwell District Council (CDC) development sites, PR6a – Land East of

Oxford Road, PR6b – Land West of Oxford Road and PR6c Land at Frieze Farm, which is the reserved site for the replacement Golf Course extension areas within CDC. Good transport connectivity via public transport, walking, cycling and wheeling is a key need for this area if people are to be able to move easily between these residential areas and the city. As the northern entrance to the city, it is also important to have high quality urban design and good place making and to ensure views into and out of the city are respected.

Key considerations for infrastructure and design common across the area are:

- Improvements to walking, cycling and wheeling routes, and public transport accessibility, including:
  - Safe crossing options at desire lines across the major roads in the area
  - Connectivity by foot and cycle to sites adjoining the city
  - Connectivity of local facilities and services (which may also be also accessible within Cherwell) and communities
  - Connectivity to Oxford Parkway Railway Station allowing sustainable onward travel options
- Increase public access to green spaces
- Reduce air pollution to protect the Sites of Special Scientific Interest/Special Area of Conservation at Port Meadow
- Retain the integrity of the Green Belt by careful design at its edges
- The policies of the Wolvercote Neighbourhood Plan and Summertown and St Margaret's Neighbourhood Plan.

## Northern Edge of Oxford Area of Focus



## **Northern Edge of Oxford Area of Focus**

This Area of Focus is located at the northern edge of the city boundary and is the northern entrance to the city. With major transport connections from the A34, A40 and A44, as well as Pear Tree Park & Ride and proximity to Oxford Parkway rail station, it is a gateway location.

The area is currently undergoing significant development with the recent construction of the initial phases of the Oxford North site for large-scale residential and knowledge-economy based economic growth. There are further phases remaining on this site and other sites identified previously in the Northern Gateway Area Action Plan which have yet to come forward. As such this Area of Focus cumulatively represents one of the largest areas for residential and specialised employment growth in the city. As a gateway location there is scope for higher density and high quality urban design including exemplary buildings, which celebrate this area as a gateway and area of innovation whilst also respecting and protecting views into and out of the city.

The Area hosts some of the least deprived wards in Oxford, but is not without its challenges. There are congestion issues on nearby roads and roundabouts/junctions, which have seen some improvements and investment through the earlier phases at Oxford North and Growth Deal/Growth Fund funding, but further work is needed if the area is to realise its potential. Walking, cycling and wheeling connections also still need improvements to ensure safe crossings of some fairly large and busy roads, and connectivity by foot and cycle both across the area and for onwards journeys into the city as well as out to Oxford Parkway to maximise the potential of that connection too.

The area is also close to the Oxford Meadows Special Area of Conservation (SAC), which contains certain habitats and species recognised for their importance across Europe. There are also several Sites of Special Scientific Interest (SSSI) in the vicinity. The area also falls within the Wolvercote Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

The area adjoins several large housing allocation sites, which fall within Cherwell District (PR6a Land East of Oxford Road, and PR6b Land West of Oxford Road and PR6c Land at Frieze Farm,) but nonetheless adjoin existing communities in Oxford. Therefore, it is also crucial to ensure good links and accessibility for people to move easily between these residential areas and the city, particularly as the homes will be helping to meet unmet housing needs from Oxford. Walking, cycling and wheeling improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and/or to destinations in neighbouring districts of Cherwell and West Oxfordshire.

### **Policy NEOAOF: Northern Edge of Oxford Area of Focus**

Planning permission will be granted for new development within this Area of Focus (AoF) where it would ensure that opportunities are taken to deliver the following (where applicable):

#### **Supporting active travel**

- a) Walking, cycling and wheeling infrastructure improvements should be delivered in accordance with the requirements of the Oxford Local Cycling and Walking Infrastructure Plan;
- b) Increased connectivity and permeability through developments so people can walk, cycle or wheel across the area and to other parts of the city including from the site

<p>allocations adjacent to the city which are in Cherwell District (PR6a Land East of Oxford Road, and PR6b Land West of Oxford Road and PR6c Land at Frieze Farm,) and West Oxfordshire;</p> <p>c) Public transport provision enhancements, particularly those identified in the IDP relating to this area;</p> <p>d) A reduction in car parking in line with Policy C8;</p> <p><b>High quality design which capitalises opportunities for growth</b></p> <p>e) Good urban design and place making across the AoF, including the introduction of new public open space;</p> <p>f) Successful integration of new development into the existing built environment and enhanced facilities for both new and existing communities.</p> <p>g) Careful consideration given to the design and height of new buildings to ensure that their impact does not have a detrimental upon views into or out of the city, including views from Port Meadow. Development proposals should be developed in accordance with Policy HD9 and where applicable with the site-specific allocation. Development proposals should respond positively to the surrounding area and should be informed by the High Buildings TAN.</p> <p><b>Environmental improvements to benefit biodiversity and the community and future occupiers</b></p> <p>h) Enhancements to the existing Green Infrastructure network which could include landscaping planting; increasing tree cover; enhancing biodiversity green corridors and; incorporating the use of SuDs;</p> <p>i) Enhancements to existing public open space and creating new public open space, where possible, or where required by specific allocation policies.</p> <p><b>Infrastructure</b></p> <p>j) Contributions towards expansion of Wolvercote Primary School (1.5-2 FE) to cater for growth in this area of north Oxford</p>
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## Diamond Place and Ewert House



<b>Site area</b>	1.85ha
<b>Ward</b>	Summertown
<b>Landowner</b>	Oxford City Council and University of Oxford
<b>Current Use(s)</b>	Public car parks, academic offices, community centre
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	North Oxford Victorian Suburb Conservation Area to the south of the site, somewhat removed, but with potential for views. Grade II listed Diamond Cottages nearby to site. Potential presence of Prehistoric or Roman archaeological remains as adjacent to an area of known cropmarks of this origin.
<b>Notable ecological features</b>	Any potential for protected species on the site is likely to be limited to roosting bats in existing buildings. Falls within the impact risk zones for New Marston Meadows SSSI and Hook Meadow and the Trap Grounds SSSI. The site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### **Policy SPN1: Diamond Place and Ewert House**

Planning permission will be granted for a mixed-use development including residential use. The minimum number of dwellings to be delivered is 135 (or if delivered as non-self-contained student accommodation, the equivalent number of rooms when the ratio is applied). If development is phased, it must be demonstrated that the remaining part of the site can deliver the remaining minimum number of dwellings.

A range of other uses would also be suitable, including the following:

- A community centre. Replacement of facilities will be required if the existing community centre is demolished (**Policy C3**);
- Healthcare facilities;
- Town centre supporting uses including additional shops/cafes/services/ Class E uses.
- Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI and Hook Meadow and the Trap Grounds SSSI, new development could have impacts on the functioning of these sensitive ecological sites. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the SSSIs. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).
- c) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- d) Opportunities should be taken to enhance the ecological value of the site and to bring in greening features with considered landscaping.
- e) Greater visual and wildlife links with the green spaces to the east should be achieved by providing green fingers into the site, the current location of the shrubs south of Ewert House providing a particularly strong opportunity to achieve this.
- f) The open space requirement should be delivered in a way that is appropriate to the location of the site within a district centre but also where there are few green spaces and few attractive public outdoor areas to either meet or enjoy time sitting outside.

### **Urban design & heritage**

- g) Development proposals should be designed with consideration of their impacts on the setting of the nearby conservation area and listed buildings (**Policy HD3**).
- h) Development should take into consideration the potential presence of Prehistoric or Roman archaeological remains (**Policy HD5**).
- i) Clear visual links through the site will be important to maintain legibility
- j) The site should provide high quality public open space that appeals to all senses and creates an area to meet and obtain respite in the centre of the busy district centre.
- k) New development should be designed to conceal unattractive views of the backs of Banbury Road shops and Ferry Leisure Centre roofline.
- l) Care needs to be taken to avoid overlooking of Summer Fields School, especially the boarding accommodation immediately to the north of the site.
- m) Public toilet facilities are currently located on the site. Development proposals should demonstrate how these facilities will be re-provided or justify an alternative approach.

### **Movement & access**

- n) Residential development should be low car.
- o) The City Council will seek to minimise public car parking on the site to a level that is reasonable to serve the area, bearing in mind the public transport connections and its location with a district centre.
- p) The principal vehicular access, particularly to the replacement public car parking, should be from Banbury Road.
- q) Walking, cycling, and wheeling access should be provided through the site from the north to the southeast, connecting to Cherwell School and to Ferry Pool Road, together with walking, cycling and wheeling access safeguarded for any future development of the adjacent Summer Fields School ground. It should be explored

whether there is potential for improvements to the restricted width of the existing footpath/cycle way adjacent to the Bowls Club, which links to Cherwell School.

## Elsfield Hall, Elsfield Way



<b>Site area</b>	0.39ha
<b>Ward</b>	Cutteslowe
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	Use Class E, vacant offices. A gym occupies the site on a license on a short-term basis.
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	N/A
<b>Notable ecological features</b>	Kendall Crescent Amenity Green Space is close to the site and there is potential to improve wildlife linkages or habitat continuity. Hedgerow and tree habitats can be found along the boundaries with the potential for bats and nesting birds. Part of the site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPN2: Elsfield Hall, Elsfield Way

Planning permission will be granted for residential development, with the minimum number of 27 dwellings delivered. Other complementary uses will be considered on their merits.

#### Open space, nature, flood risk

- a) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).

- b) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- c) Currently the whole site is hard-surfaced with concrete so there is opportunity to improve permeable surfaces by introducing SUDs and permeable garden areas, and to provide biodiversity enhancements.
- d) Preliminary analysis suggests that the limited presence of green infrastructure features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by (**Policy G3**). As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment.
- e) Vegetation, including hedgerows and trees on the boundaries should be retained and enhanced. Opportunities for enhancements to the landscaping along the southern boundary with Elsfield Way/ A40 should be demonstrated in future development proposals.

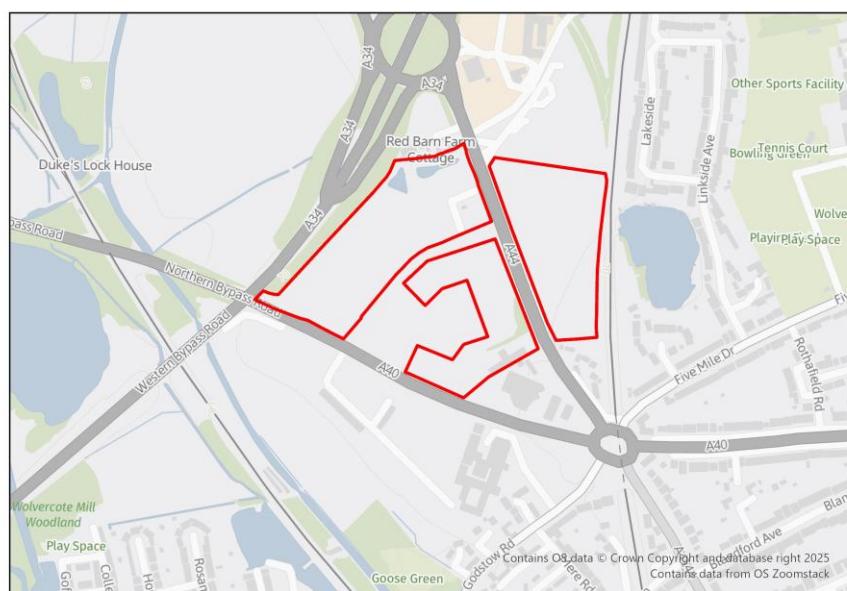
#### **Urban design & heritage**

- f) Opportunities should be taken to address and improve the staggered building line to the south of the site and improve the relationship with the Elsfield Way frontage.
- g) Development proposals should incorporate high-quality design and materials appropriate to the suburban setting (**Policy HD1**).

#### **Movement & access**

- h) Opportunities should be taken to develop and link into existing walking, cycling and wheeling routes.
- i) Development proposals should increase the permeability of the site for residents as well as the access to the adjoining recreation ground and footpaths across it.
- j) Proposals should be low car and support opportunities for walking, wheeling, and cycling.

## Oxford North Remaining Phases



<b>Site area</b>	13.28 ha
<b>Ward</b>	Wolvercote
<b>Landowner</b>	Thomas White Oxford
<b>Current Use(s)</b>	Site is partially cleared and partially undeveloped greenfield
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Close to Wolvercote Conservation Area designation so potential impacts on setting.
<b>Notable ecological features</b>	Within the impact risk zone of Wolvercote Meadows SSSI and Pixey and Yarnton Meads SSSI Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### **Policy SPN3: Oxford North Remaining Phases**

Planning permission will be granted for mixed-use development including residential and knowledge-economy employment. The minimum number of dwellings to be delivered is 161 dwellings as part of mixed-use development. Other complementary uses will be considered on their merits.

The priority use for this site is to deliver the remaining residential commitment from the hybrid Oxford North permission.

The site is within a protected Key Employment Site with outline permission for employment development that directly supports the knowledge economy of Oxford. Permission will only be granted for further employment development at this site where the intended uses directly relate to the knowledge economy of Oxford: science and technology, research, bio-technology, spin-off companies from the universities and hospitals, or other intended uses that make a measurable contribution to those sectors. Applicants will be required to demonstrate how their proposals contribute to the knowledge economy of Oxford. The City Council will ensure that these uses are maintained into the future, using legal agreements/conditions

#### **Open space, nature, flood risk**

- The site is within the impact risk zones for the Wolvercote Meadows SSSI and the Pixey and Yarnton Meads SSSI. Development proposals should be accompanied by an assessment of ground water and surface water flows. If employment is proposed as part of development, an assessment of the employment use on air quality to demonstrate no impact on SSSI is required. All proposals should minimise impacts on air quality during construction phase (**Policy G6**).
- Planning permission will only be granted for developments that provide usable, well designed and good-quality publicly accessible green open space. At least 15% of the total site area must be provided as green public open space; this must be distributed so that at least 15% of any parcel proposed for residential development is green public open space.
- Small corner on western edge of the parcel on west of A44, and strip running down eastern boundary of the parcel to east of A44 is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for

further details.

d) A 10m buffer to the balancing ponds must be incorporated into proposals (**Policy G2**).

#### **Urban design & heritage**

e) The design of new development in this area must be accessible, permeable and legible to ensure easy access to and through the site for all users with priority for walkers, cyclists and wheelers.

f) Design of new development must create a sense of place which has its own identity and with continuous and well-connected streets with well-defined building frontages.

g) Development must ensure that there is a clear distinction between the public and private realms to ensure both private and public spaces are well designed and defined. Careful consideration must be given to the positioning of windows and lighting in this development to ensure there is good surveillance of the public realm, and to mitigate the impacts of the adjoining railway line and busy roads.

h) A high density and landmark buildings style of development is appropriate in this location, whilst taking into account potential impacts on setting of Wolvercote Conservation Area (**Policies HD1**).

#### **Movement & access**

i) Coordinated infrastructure delivery and protection of environmental assets are key to the success of the site, and prioritising good connectivity for walking, cycling, and wheeling and access to public transport from this area to the new residential developments on the unmet need housing sites in the adjoining Cherwell district.

### Oxford University Press Sports Ground, Jordan Hill



<b>Site area</b>	3.65 ha
<b>Ward</b>	Wolvercote
<b>Landowner</b>	Oxford University Press
<b>Current Use(s)</b>	Private Sports Ground
<b>Flood zone</b>	Flood Zone 1

<b>Notable heritage assets</b>	The adjacent Wolvercote Cemetery and chapel has heritage interest and areas for various denominations and religions and includes graves of notable people including JRR Tolkien. General potential for Roman and prehistoric activity and specific interest for proximity to Lower Palaeolithic Wolvercote Channel (poorly understood and rare paleochannel with early hominin remains recorded in brick bit to the South East).
<b>Notable ecological features</b>	Local sites (Local Wildlife Sites, Oxford City Wildlife Sites, Local Nature Reserves)
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPN4: Oxford University Press Sports Ground, Jordan Hill**

Planning permission will be granted for residential development, playing pitches and public open space at Oxford University Press Sports Ground. The minimum number of homes to be delivered is 90 if the cricket pitch is retained on the site, or more if it is not. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) The capacity of the sports provision must be retained unless it can be demonstrated that it is surplus (which is not the case at the current time) or the loss of the sports provision can be otherwise compensated for (**Policy G1**).
- b) Any alternative provision must be delivered and operational prior to the occupation of residential development on the site.
- c) Public open space will be required onsite (**Policy G2**).
- d) Opportunities should be taken to create wildlife corridors through the site by enhancing the biodiversity of the hedgerow to the west of the site and connecting it to mature trees in the corner of the Wolvercote Cemetery. Likewise, opportunities should be taken to enhance the existing connection between the semi-natural habitats incorporating the golf course to the north, and the lake and cemetery to the south.
- e) Reprovision of pitches and of public open space along the southern boundary would help provide a buffer to the cemetery and provide a green link to the recreation ground.
- f) High quality green features within the site will be required, and this could be by gardens and landscaping along streets such as verges, planting and swales, which would help achieve the urban greening factor and contribute to biodiversity net gain.
- g) Development should be designed to ensure that there is no adverse impact on the Port Meadow SSSI and will be subject to appropriate traffic mitigation measures.
- h) Biodiversity surveys may need to assess the potential for species using the site or parts of the site as a wildlife corridor (nesting birds, foraging and commuting bats, badgers, reptiles and amphibians).

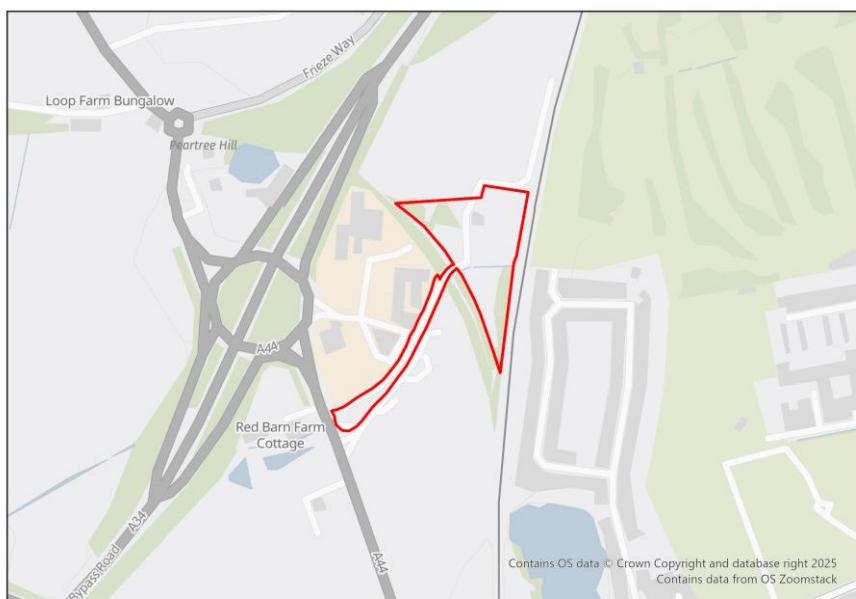
### **Urban design & heritage**

- i) There is potential for higher density and heights than the surroundings, particularly in the centre and east of the site.
- j) Care will be required to avoid harm to the amenity of existing residential dwellings to the west.
- k) A clear street grid pattern will be appropriate.
- l) Development should take into consideration the potential presence of Prehistoric or Roman archaeological remains (**Policy HD5**).

### Movement & access

- m) Vehicular access to the site should be from Jordan Hill. This is likely to be the only exit and entrance so the road layout will need to allow easy circulation around the site.
- n) The design should ensure walking, cycling, and wheeling access through to the adjacent proposed residential site in Cherwell District Council.
- o) Traffic generation should be limited, with low parking. Appropriate mitigation measures will be required to avoid any significant increase in traffic to the nearby Wolvercote and Cutteslowe roundabouts.

## Pear Tree Farm



<b>Site area</b>	2.54 ha
<b>Ward</b>	Wolvercote
<b>Landowner</b>	Merton College
<b>Current Use(s)</b>	Farmland/greenfield plus farm buildings
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	This area is of archaeological interest for potential prehistoric and Roman remains, which will require further investigation as part of any sizable redevelopment.
<b>Notable ecological features</b>	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Substantial tree coverage on site.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.
<b>Safeguarded Land</b>	Part of this site allocation has been identified as having the potential to be within the Safeguarded Land for EWR (Oxford).

## Policy SPN5: Pear Tree Farm

Planning permission will be granted for residential-led development at Pear Tree Farm. The minimum number of dwellings to be delivered is 111 dwellings. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) The site is contained by the railway line and by a belt of trees, and there is substantial existing tree coverage of the site, so design will need to consider the potential impacts on biodiversity. Due to the relatively vegetated nature of the site, it is likely to already score above the policy target for the Urban Greening Factor and proposals will need to ensure this score is not reduced. In order to maintain the score, proposals could seek to retain existing features wherever possible, particularly higher quality ones, including mature trees and green boundary features that would also help as buffers.
- b) The quality of all existing trees should be assessed against the criteria in table 1 of BS5837:2012 (or its latest iteration). High quality trees must be retained unless there is a robust over-riding policy-based justification. Moderate and low-quality trees should be retained where it is feasible to do so.
- c) Existing trees around the site should be retained to buffer the noise from the railway and separate the development from the more transient uses to the south (Park and Ride, hotels and petrol station).
- d) Public open space will be required onsite (**Policy G2**). The type and layout of this could take the form of wilder, natural areas that are more informal in design and can play a dual role in allowing people to get closer to nature, whilst also supporting existing species. Onsite open space could also help with maintaining the Urban Greening Factor score and for supporting biodiversity.
- e) Due to the potential for various types of species to be present onsite, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated.
- f) Majority of the site, apart from the long strip running southwest, is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- g) A site-specific Flood Risk Assessment (FRA) is required due to a substantial area of the site being at high risk from surface water flooding. The FRA should consider in detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased (**Policy G7** and **Policy G8**).

### Urban design & heritage

- h) The site is part of a larger field which is severed by the administrative boundary with Cherwell district, and while the adjoining parcel has been released from the Green Belt for future development is not currently identified for development in the adopted Cherwell Local Plan. The geometry of the part within Oxford means the design and layout of the site could benefit from being developed holistically with the rest of the field which lies within Cherwell (and all under the same landowner).

- i) Due to potential impacts of noise from the A34 and adjacent railway line and service station area, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, and should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R8**).
- j) Block structure should help shield the development from the noise of the railway.
- k) A mixture of houses and small flatted blocks would give sufficient flexibility to negotiate the triangular site geometry and change in scale between the hotels on the adjoining services area and the adjoining housing on the east of the site.
- l) High quality natural materials such as brick and stone would raise the quality of the area.
- m) There is an opportunity to develop a roofscape which is richer and more diverse than its neighbours and the potential to reference agricultural building typologies or materials. Pitched roofscape that celebrates its rural, edge setting.
- n) This area is of archaeological interest for potential prehistoric and Roman remains, which will require further investigation as part of any sizable redevelopment (**Policy HD5**).
- o) There is an opportunity to include well surveyed open space as part of the development, incorporating SuDs, play spaces and landscaping. Well surveyed public open space within the development to facilitate safe play spaces and sport. There should be a clear delineation between communal open space and private space associated with individual plots.

#### **Movement & access**

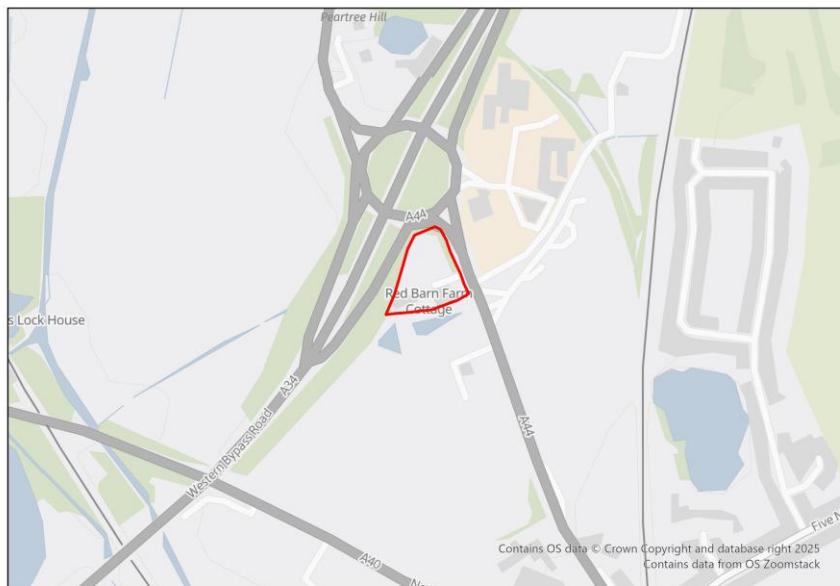
- p) Vehicle access to the site is a constraint as the current single-lane track would not be suitable for this development in its current form and would either need to be upgraded or an alternative access would be required to be appropriate for residential development.
  - i. If the existing farm track is upgraded, a new junction onto A44 would need to be agreed by the Highways Authority. The track would also need work to segregate walk, cycle, wheel and vehicle use to avoid conflicts. In addition, access for farm vehicles will need to be maintained should the remainder of the farmland (outside the city boundary) continue in operation. Appropriate lighting should balance the need for safe access with local ecology.
  - ii. There is also potential opportunity to create an alternative access through the Pear Tree service area.
- q) The layout and design of this area must also facilitate and not compromise the delivery of walking, cycling, and wheeling access through the site, over the footbridge across the railway line to Oxford Parkway station.
- r) May be opportunities to connect with residential development to the south, on a reconfigured park & ride, and the remainder of the Oxford North site (mixed use) (**Policy SPN3: Oxford North Remaining Phases**).
- s) Parking should be incorporated in the public realm where possible in well surveyed locations. Rear parking courts should be avoided.
- t) The land to the north of Northern Gateway lies in Cherwell, part of which is allocated in the Cherwell Local Plan partial review (site allocations PR6a&b). Development should make provision for future connectivity with any development of the sites in Cherwell, which should give potential for vehicular, walking, cycling and wheeling links. It is important that the unmet need sites are well-connected to Oxford, and development at Northern Gateway must facilitate access and

integration for those communities with existing north Oxford communities.

### Additional Requirements

- u) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

## Red Barn Farm



<b>Site area</b>	0.96 ha
<b>Ward</b>	Wolvercote
<b>Landowner</b>	Merton College
<b>Current Use(s)</b>	Classroom/workshop/office buildings and a motorcross track.
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Roman remains recorded in the area.
<b>Notable ecological features</b>	Onsite tree coverage around perimeter.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPN6: Red Barn Farm

Planning permission will be granted for employment development and ancillary uses to support the employment at Red Barn Farm. Other complementary uses will be considered

on their merits.

Permission will only be granted for employment development where the intended uses relate to the knowledge economy of Oxford: science and technology, research, biotechnology, spin-off companies from the universities and hospitals, or other intended uses that make a measurable contribution to those sectors. Applicants will be required to demonstrate how their proposals contribute to the knowledge economy of Oxford.

The site currently provides an important community function by providing education and training to disadvantaged and vulnerable young people, so any proposal will need to demonstrate that the facilities can be re-provided (**Policy C3**), which may be outside of the city.

#### **Open space, nature, flood risk**

- a) Block arrangements and design of outdoor spaces should seek to incorporate a variety of green infrastructure features, which may include trees and hedges, green roofs or linear features that can facilitate movement through the site and integrate with surrounding areas.
- b) Trees should be retained especially along perimeter with A34 to help buffer noise.

#### **Urban design & heritage**

- c) Red Barn Farm parcel is at a prominent location adjacent to the North Oxford development, and at a key entrance to the city. Given this gateway location, design should be high quality.
- d) There is opportunity to orientate employment blocks towards the adjoining balancing ponds for more pleasant views for occupiers and to benefit from passive solar gain, and the existing tree/hedgerow coverage along the edge of the A34.
- e) Due to potential impacts of noise and other pollutants from the adjoining A34 and A44, development proposals will need to demonstrate how layout of buildings and public spaces has been approached to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R4 and R8**).
- f) Proposals should undertake more in-depth evaluation of potential Roman remains (**Policy HD5**).

#### **Movement & access**

- g) Current vehicle access onto the A44 is unlikely to be suitable for any significant increase in traffic without upgrading. Any plans for a left-in left-out junction would need to be agreed with the Highways Authority. Alternatively, low-car development could be an option given the proximity of the park & ride.
- h) Opportunities should be taken to design the development to ensure it shall not compromise the delivery of the walking, cycling and wheeling improvements or the potential future direct cycle link to Oxford Parkway.

## **SOUTH INFRASTRUCTURE AREA**

The South Infrastructure Area includes development sites such as Kassam Stadium, which are adjacent to the South Oxfordshire strategic development sites which will need to be closely integrated with the city, Land South of Grenoble Road (Policy STRAT 11) and Land at Northfield (Policy STRAT 12). The area also includes large employment sites such as ARC Oxford and the Oxford Science Park. Enhanced public transport to these sites will be

important as they grow, to provide a realistic alternative to car use for people travelling to the sites.

The opening up of passenger services along the Cowley Branch Line would provide a welcome public transport alternative for this area of the city. The branch line currently extends over three miles eastwards from Kennington Junction. The potential area of influence of the Cowley Branch Line (CBL), including where its passengers may come from, extends across this area. Two stations are proposed along the line at Littlemore/Oxford Science Park and in the vicinity of ARC Oxford/Oxford Retail Park and Blackbird Leys and Cowley. Major new developments coming forward in this area will be expected to make financial contributions towards the delivery of the Cowley Branch Line to mitigate the impact of their development.

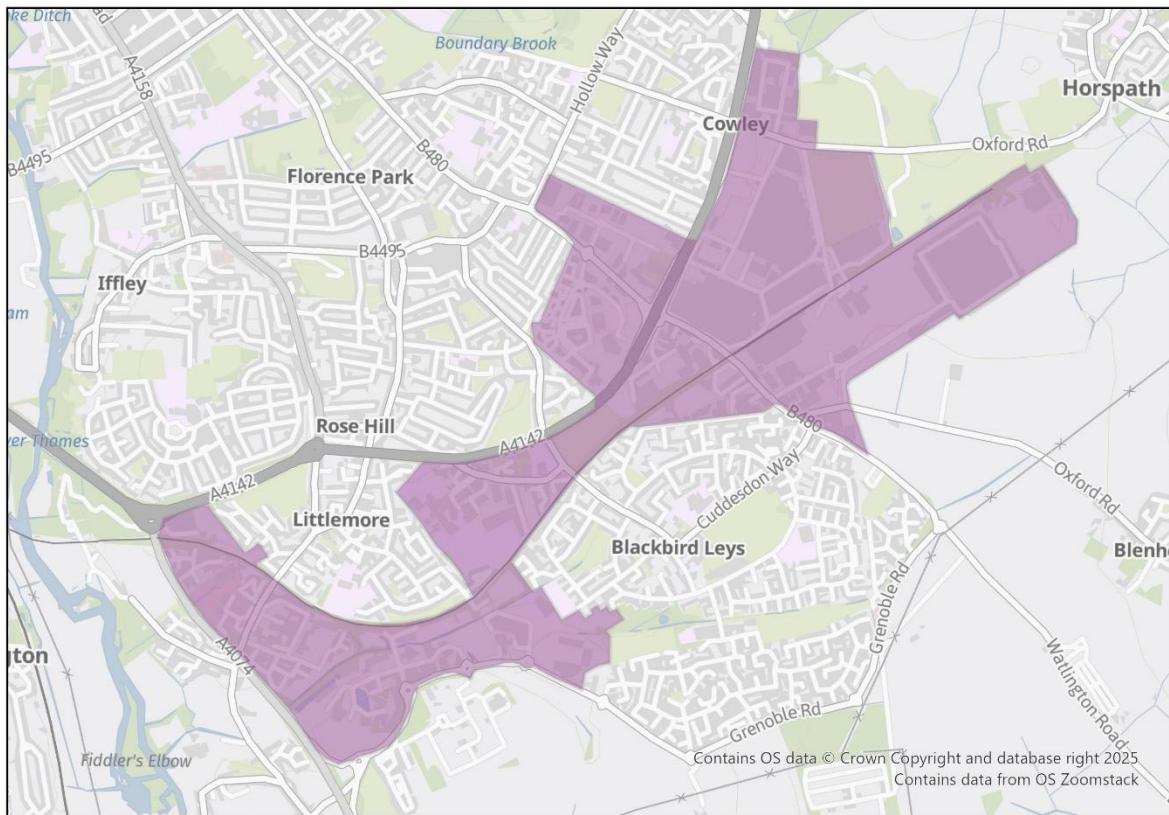
Good transport connectivity via public transport, walking, cycling and wheeling is a key need for this area if people are to be able to move easily between bus stops, potential stations, residential and employment areas and other facilities. This area includes the significant centres of Cowley and Blackbird Leys, which have many facilities essential to their local communities. The vibrancy of these centres needs to be maintained so they can continue to be gathering places offering a range of facilities and services.

Oxfordshire County Council's proposals to introduce an enhanced public transport service as part of the measures made possible through the proposed traffic filters will play an important contribution to this area.

Key considerations for infrastructure and design across the area are:

- Ensure good connectivity by foot and cycle and public transport across the area, including to the proposed locations of Cowley Branch Line stations
- Consider the connectivity of the area to the rest of the city and beyond into South Oxfordshire and the Vale of White Horse District Councils.
- Enhance public transport connectivity to help enable a reduction in car parking across the area
- Ensure land is safeguarded for stations and access for the proposed Cowley Branch Line.
- Increase public access to green spaces
- Ensure good urban design and place making opportunities are taken for the new residential areas to be brought forward
- Support the vibrancy of district and local centres in the area to ensure the facilities and services they include continue to be available
- Increase opportunities to enhance existing tree cover which is the lowest canopy cover across the city.

## Cowley Branch Line Area of Focus



This Area of Focus (AoF) includes the area around the Kassam Stadium and the proposed Cowley Branch Line (CBL) where several of the city's key employment sites lie, including MINI Plant Oxford, Oxford Science Park and ARC Oxford, which all employ large numbers of people. Key objectives for this area include:

- Improving and enhancing connectivity to this part of the city by modes other than by private car.
- Creating connections to and between the CBL stations and the surrounding employment sites.
- Strengthening placemaking in this area by successfully integrating new development into the existing built environment and enhancing the existing neighbourhood.

There is a commitment to the re-instatement of passenger trains along the CBL within the Plan period. The opening up of passenger services along the CBL would provide an additional public transport alternative for this area of the city. The branch line currently extends over three miles eastwards from Kennington Junction. Two stations are proposed along the line at Oxford Science Park and in the vicinity of ARC Oxford on the site of the Sandy Lane Recreation Ground to the rear of the Tesco Superstore. The CBL would enable a wider catchment area of workers to be able to access important employment sites such as ARC Oxford and the Science Park by rail, which will help support the local, regional and national economy. There are secondary benefits of rail travel, such as the potential for reduced reliance on the private car, which brings with it the potential for improvements in air quality and reduced traffic congestion on the local highway network. In order for these new stations to be delivered it may be necessary for the closure and/or upgrade of existing level crossings as part of the Public Rights of Way Network. Level crossings in this area include Mallams footpath level crossing and Spring Lane level crossing.

As well as delivering benefits for some of Oxford's key employers, the delivery of the CBL has the potential to enrich the lives of residents by providing an accessible rail route into and

out of the area. Any infrastructure delivery associated with the CBL must therefore be accessible for residents as well as workers who may be commuting into the city from across the county and region. This transformational infrastructure will require significant investment from a number of sources including developer contributions. Development sites within this AoF will be expected to make financial contributions towards public transport, the delivery of the CBL including upgrading walking, cycling and wheeling access to the proposed stations to mitigate the impact of the developments. Walking, cycling and wheeling improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and/or to destinations in the neighbouring districts.

In addition to changes resulting from the delivery of the CBL, the area will experience considerable transformation over the plan period as developments on the edge of the city in adjoining South Oxfordshire are built out as allocated strategic sites, particularly the Land South of Grenoble Road (Policy STRAT 11) and Land at Northfield (Policy STRAT 12). It is important that all opportunities are taken to ensure that these strategic developments on the city's boundaries are well connected for walkers, cyclists and wheelers.

These new developments must support existing public transport routes and the expansion of these routes where required to ensure people have the option to use public transport to move around the whole city not just routes that go to the city centre. This AoF also falls within the Littlemore Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

Oxford Stadium Conservation Area lies within this AoF, and Littlemore Conservation Area is within close proximity, both of which should be properly considered in any development proposals that come forward. The AoF also includes the Grade II\* Listed Minchery Farmhouse which has been identified as being 'at risk' by Historic England. There are opportunities to preserve and enhance this heritage asset and its setting. The height, scale and massing of new development in this AoF should respond positively to the area and should be informed by the High Buildings TAN and, more specifically, the CBL Densification Study (2025). The CBL Densification Study (2025) supplements the High Buildings TAN by providing technical advice for this area of the city including heatmaps and identifications of important views out of the city towards the surrounding hills. Development proposals should demonstrate how they have been informed by this study.

The CBL AoF includes a variety of publicly accessible greenspace, both within and nearby. Given the predominantly employment-led nature of sites within this AoF, some sites have considerable hardstanding and limited green infrastructure to support habitat linkages. Several watercourses run through the site including the Northfield Brook and the Littlemore Brook. Fluvial flood risk within the AoF is broadly aligned with these watercourses. Surface water flood risk is also present within the AoF however, surface water flood risk occurs within the larger employment areas near to the Garsington Road interchange on the A4142 (eastern bypass).

Development within the AoF creates opportunities to deliver public open space enhancements, both within and near the AoF. It also presents opportunities to deliver habitat linkages within development sites through appropriate landscaping and planting, and through the creation of green roofs and walls as part of redevelopment proposals. Green roofs and walls can also form part of wider SuDS schemes, which can help manage flood risk (including surface water flood risk).

## **POLICY CBLAOF: COWLEY BRANCH LINE AREA OF FOCUS**

Planning permission will be granted for new development within this Area of Focus (AoF) where it would ensure that opportunities are taken to deliver the following (where applicable):

#### **Supporting active travel and infrastructure delivery**

- a) The new Cowley branch Line (CBL) stations and walking, cycling and wheeling connections to and from these, including bridge access.
- b) Walking, cycling and wheeling infrastructure improvements in accordance with the requirements of the Oxfordshire Local Cycling and Walking Infrastructure Plan. Development proposals must take the opportunity to increase connectivity and permeability through developments so people can walk, cycle or wheel across the area and to other parts of the city including from the site allocations adjacent to the city which are in South Oxfordshire Local Plan 2035 (Strat 11 Land South of Grenoble Road and Strat 12 Northfield). Minchery Lane is a key connection between sites within and outside of the city boundary and should be enhanced.
- c) A reduction car parking in line with Policy C8;
- d) The safeguarding of land for walking, cycling and wheeling access to the proposed CBL railway stations, as referenced in Policies SPS12 Oxford Science Park and SPS15 Sandy Lane Recreation Ground, and connections to bus stops;
- e) Enhancements to public transport both improving existing bus services and towards the proposed CBL. Improved accessibility in the southeast of the city is needed to support the anticipated intensification of existing employment use and to improve accessibility to new residential development. The CBL would enable a reduction in car use in this area, supporting this employment use.

#### **High quality design that responds to heritage assets while capitalising on opportunities for growth**

- f) Good urban design and place making opportunities including delivery of new residential development on redundant retail parks;
- g) Strengthened placemaking in this area by successful integration of new development into the existing built environment and enhancement of facilities for both new, and existing, communities.
- h) Careful consideration given to the design and height of new buildings to ensure that their impact does not have a detrimental impact upon views from the historic core, or on surrounding low-rise residential areas. Development proposals should be developed in accordance with Policy HD9 and the site-specific allocation, where applicable. Development proposals should respond positively to the surrounding area and should be informed by the High Buildings TAN and, more specifically, the CBL Densification Study (2025).

#### **Environmental improvements to benefit biodiversity and the community and future occupiers**

- i) Enhancements to the existing Green Infrastructure network which could include landscaping, planting; increasing tree cover; enhancement of biodiversity green corridors and; incorporation of the use of SuDs;
- j) Enhancement of the existing Blue Infrastructure network which includes Littlemore Brook, Boundary Brook and Pottery Stream.
- k) Enhancement of existing public open space and create new public open space, where possible, or where required by specific allocation policies.
- l) Mitigation of potential negative air quality impacts that arise during the construction and operational phases;
- m) No adverse impact on the Minchery Farm, Littlemore and Northfield Brook and Spindleberry Park Oxford City Wildlife Sites (OCWS) without justification and/or mitigation in accordance with Policy G6.
- n) No adverse impact on the nearby Littlemore Railway Cutting and Brasenose Wood and Shotover Hill Sites of Special Scientific Interest (SSSI) without justification and/or

mitigation in accordance with Policy G6.

### Infrastructure

- o) Financial contributions from trip-generating uses within a 1,500m buffer zone of the proposed CBL stations (where it falls within the city's boundaries) towards achieving public transport enhancements in this area, including, among other sustainable transport measures, the delivery of the CBL. Figures 8.5 and 8.6 show the extent of this buffer zone around both proposed railway stations and the site allocations that lie within it. Outside the 1,500m buffer area, financial contributions from new trip-generating development would be sought on a case-by-case basis. These will be tested in accordance with Paragraph 58 of the NPPF.;

## 474 Cowley Road



<b>Site area</b>	0.34ha
<b>Ward</b>	Donnington
<b>Landowner</b>	St John Care Trust
<b>Current Use(s)</b>	Former use as a commercial timber yard, now vacant.
<b>Flood zone</b>	Flood Zone 3a
<b>Notable heritage assets</b>	N/A
<b>Notable ecological features</b>	Potential interest from perimeter trees and overgrowth. Adjacent to Elder Stubbs Allotments.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPS1: 474 Cowley Road

Planning permission will be granted for residential development (or replacement facilities in the lawful use). The minimum number of dwellings to be delivered is 14. Other complimentary uses will be considered on their merits.

#### Open space, nature, flood risk

- a) Development proposals should retain and integrate existing trees and hedgerows

into the design wherever possible. Trees around the perimeter are particularly important to retain where possible, including as a buffer to the allotments.

- b) Replacement planting will be required where loss occurs to ensure no net loss of canopy cover.
- c) There is potential for the incorporation of green roofs, SuDS, and measures to enhance biodiversity and ecological connectivity on the site.
- d) Part of the site is located within Flood Zone 3 and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Areas of flood risk are present along the main access route to the site. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by the FRA, with advice to sought from the emergency services and the local authority's emergency planner (**Policy G7**). A site-specific FRA should also consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site.
- e) The drainage strategy for the proposed development should be suitably designed to manage additional runoff arising from the development and ensure that surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).

**Urban design & heritage**

- f) The site is backland, so development should be of a scale that does not dominate the surrounding residential area, reflecting surrounding residential form and density
- g) The use of high quality materials (brick, render, detailing) inspired by the local character would be appropriate (**Policy HD1**)

**Movement & access**

- h) Vehicular access for the site will continue from Cowley Road, ensuring there is provision for emergency/service vehicles to access the development
- i) Prioritisation of active travel will be sought, enhancing walking, cycling, and wheeling connections to Cowley Road and wider networks
- j) Opportunities for new and improved walking, cycling, and wheeling links to nearby recreation spaces should be taken to improve permeability through the site.



<b>Site area</b>	35.4ha
<b>Ward</b>	Temple Cowley
<b>Landowner</b>	ARC Oxford (majority)
<b>Current Use(s)</b>	Employment uses including office and lab space
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Temple Cowley Conservation Area is immediately adjacent to and runs parallel with the north-western site boundary along Hollow Way (B4495). Grade II Listed <i>Nuffield Press East Wing and Attached Former School House</i> is opposite to the western boundary of the site (Hollow Way). Site lies within a wider area of potential for Roman and pre-historic archaeology; it is heavily disturbed and close to a Roman pottery manufacturing zone. Individual plots should be considered on a case-by-case basis, based on the level of disturbance from the demolition of the Cowley car plant.
<b>Notable ecological features</b>	Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPS2: ARC Oxford

Planning permission will only be granted for new development or redevelopment that modernises and intensifies the following uses:

- Research and development (R&D), laboratories and office accommodation (Use Class E)
- Light (Use Class E) and general (Use Class B2) industrial uses.
- An element of residential development will be supported at the site in accordance with **Policy E1**. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- Development proposals should:

- i. Deliver new and/ or enhance existing on-site open space. Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged.
- ii. Provide landscaping that supports and sustains the delivery of a network of green corridors throughout the wider site.
- iii. Demonstrate how improvements to existing on-site biodiversity (including at vacant plots), will be delivered. Development proposals involving vacant plots are expected to be supported by a biodiversity survey to assess the biodiversity value of the site. The survey should demonstrate how any harm will be avoided, mitigated, or compensated for.
- iv. Seek to enhance existing ponds by undertaking sensitive management and restoration of ponds and pond complexes to improve biodiversity and water quality.
- v. Ensure that surface water is appropriately managed on site using SuDS. Green walls and roofs are encouraged as they can help to manage surface water while delivering habitat connectivity and supporting the wider ecological network.
- b) A site-wide landscaping and public realm strategy for the site is encouraged and proposals for individual plots should then identify how they will align with/ comply with the overall strategy. Site-specific landscaping schemes should be prepared in accordance with **Policies G2, G3, G4 and G5**.
- c) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

#### **Urban design & heritage**

- d) There are opportunities for intensification of uses on this site which may be possible through increased building heights. Heights should vary across the site and should be informed by design guidance in the High Buildings TAN and the CBL Densification Study. Higher buildings will be most appropriate within the core of ARC Oxford and along the Garsington Road / Eastern Bypass frontage, where development can be grouped together and will help to better define key gateways / routes. Given the prominence of ARC Oxford in the townscape - and potential impacts associated with higher buildings - there should be variations in scale and massing to limit the overall bulk of development; provide variation in roofscape; and allow views through the site to landscape beyond. Lower buildings will be most appropriate within the fringes of ARC Oxford to provide a suitable interface with surrounding residential areas. Proposals should demonstrate how they have been informed by the guidance set out in the High Buildings TAN and the CBL Densification Study (2025).
- e) Development proposals should be designed to deliver high quality public realm and buildings that establish a clear character for the site.
- f) Development proposals should seek to enhance and improve the amount and quality of public space and community buildings at the site.
- g) The site is of archaeological interest for potential Roman remains (although with some previous disturbance). This will require further investigation as part of any redevelopment (**Policy HD5**).

#### **Movement & access**

- h) Development proposals should:
  - i. Contribute to, promote and support improved sustainable transport links

- including links to the proposed Cowley Branch Line station
- ii. Deliver improvements to the public realm that deliver high-quality well-designed spaces prioritising walking, cycling and wheeling.
- iii. Ensure that all site access points provide safe, suitable and appropriate access for all site users (i.e., people walking, cycling and wheeling). Fully contribute towards and/ or deliver a high-quality gateway to the site that provides safe, secure access under the A4142 (Eastern Bypass).
- iv. Contribute financially towards the provision of new walking, cycling and wheeling bridge over the railway that provides access to and from the new CBL station located near ARC Oxford.
- v. Seek to reduce the amount of surface level car-parking across the site.
- vi. Not propose new additional motor vehicle parking and should seek an overall reduction of parking in line with **(Policy C8)**.
- vii. Only provide new additional parking provision for blue badge and servicing **(Policy C8)**.

i) Proposals assessed prior to the delivery of the CBL will be expected to show how car parking will be reduced once CBL becomes fully operational (i.e., two trains per hour).

**Additional Requirements**

j) Due to the historic and current land uses proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant **(Policy R7)**.

## Bertie Place Recreation Ground



<b>Site area</b>	0.67 ha
<b>Ward</b>	Hinksey Park
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	Public playground and MUGA
<b>Flood zone</b>	Flood Zone 3b

<b>Notable heritage assets</b>	N/A
<b>Notable ecological features</b>	All of site is in Local Nature Recovery Strategy (LNRS). Site within the impact risk zone of the Iffley Meadows SSSI. Slow worm habitats, a protected species, may be found on site.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### **Policy SPS3: Bertie Place Recreation Ground**

Planning permission will be granted for residential development with a public playground and MUGA re-provided on site at Bertie Place. The minimum number of dwellings to be delivered is 25. Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) A site-specific Flood Risk Assessment (FRA) should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in moderate flood risk. The FRA should consider the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates the junction of Old Abingdon Road and the A4144. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G7** and **Policy G8**).
- c) There must be adequate re-provision of the current recreation facilities to meet the needs of those who currently use the facilities (and the new residents). The playground should be re-provided within the site. Replacement of the Multi Use Games Area could be with an alternative type of facility or by improvements to the capacity of an existing one, provided the re-provision is in the neighbourhood and meets the recreation needs of teenagers.
  - Open space/public realm landscaping can also incorporate SUDS as part of mitigations against surface water flood risk.
- d) All of the site is identified within the Local Nature Recovery as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- e) A buffer should be retained along the river and railway wildlife corridors.

#### **Urban design & heritage**

- f) There is an opportunity for an increased level of density compared to the immediate surroundings to be delivered on the developable area of this site, subject to constraints arising from areas of flood risk. Increased density can be achieved by thoughtful consideration of layout and block typologies e.g. terraces as opposed to semidetached dwellings, rather than height due to amenity concerns of neighbouring dwellings (overlooking, overshadowing) and respecting

character of surrounding context.

g) To further protect the amenity of adjoining neighbours, careful consideration should also be given to the back-to-back relationships to the existing neighbouring gardens, with setbacks, appropriate massing of buildings and suitable boundary treatments applied as needed.

#### **Movement & access**

h) Care should be taken to ensure good circulation around the site for vehicles to avoid potential problems with a single in and out access.

i) Development proposals should not unduly impede existing walking, cycling and wheeling routes through the site.

#### **Additional Requirements**

j) Some areas of potential contamination are present on the site so proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **Cowley Marsh Depot**



<b>Site area</b>	1.71 ha
<b>Ward</b>	Temple Cowley
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	City Council depot, storage for refuse vehicles
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	The only heritage asset is a very small part of site in the northern corner which is within Crescent Road View Cone.
<b>Notable ecological features</b>	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Boundary Brook adjoins the eastern boundary of the site.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPS4: Cowley Marsh Depot

Planning permission will be granted for residential development and public open space at Cowley Marsh Depot. The minimum number of dwellings to be delivered is 83 homes net gain. Other complementary uses will be considered on their merits.

Prior to the development of the site the City Council depot use must be relocated. The City Council also owns the two residential properties within the site, which could potentially be incorporated into a comprehensive redevelopment of the site. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) Preliminary analysis suggests that the limited presence of green infrastructure features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by **Policy G3**. As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment. These could include introducing green roofs.
- b) Public open space will be required onsite (**Policy G2**). The location of the public open space should take into account opportunities to provide connections and enhancements to the adjoining Cowley Marsh Recreation Ground.
- c) An area of land along the southern boundary is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- d) Proposals should retain and enhance existing hedgerows around the site boundary and trees around and within the site. Opportunities to support and enhance biodiversity should also include creating connections into wildlife corridors in the adjoining playing fields and Cowley Marsh Nature Reserve/Boundary Brook/Barracks Lane.
- e) Currently the whole site is hard-surfaced with concrete, therefore proposals should seek to improve permeable surfaces by introducing SUDs (**Policy G8**) which could include permeable garden areas. Opportunities should be taken to protect and enhance the watercourse adjoining the site and a 10m buffer should be retained between the edge of the watercourse and the built development (**Policy G2**).
- f) A sequential approach must be taken to locating development on the site. A site-specific Flood Risk Assessment (FRA) will be required which should also investigate the flood risk the presence of the nearby culvert presents and identify the residual risks relating to the lack of maintenance or blockages of this watercourse. The findings of this investigation should inform the sequential test in order to avoid any areas of potential risks. The FRA should also consider onsite routes across the site and any infrastructure required to reach the proposed access route. Areas of significant flood risk are present along the main access route to the site, and the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event, with advice to be sought from the emergency services, including the local authority's emergency planner. The drainage strategy should be designed to manage runoff arising from the development and ensure that surface water flood risk on and off the site is not increased (**Policy G7** and **Policy G8**).
- g) Because of the current use as a depot with a fuel station, some areas of potential contamination are present on the site so proposals will be required to include an

appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

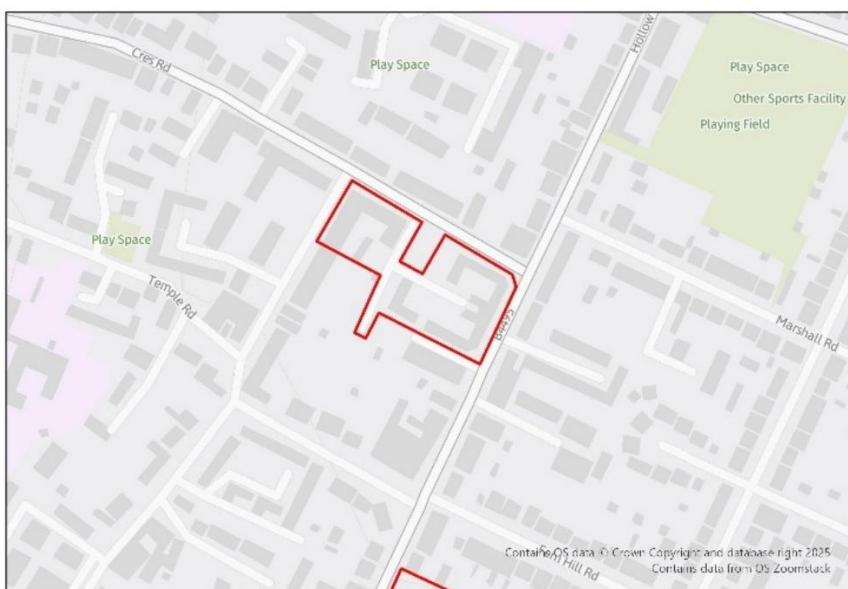
#### **Urban design & heritage**

- h) The Crescent Road View Cone crosses the northern corner of the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). Heights of buildings should also be compatible with surrounding residential streets.
- i) Opportunities should be taken to increase permeability of the site including improving and/or creating access to the adjoining recreation ground and the footpaths across it, and the nearby Sustrans route along Boundary Brook.
- j) Proposed developments should demonstrate activation of the boundary with the adjoining Cowley Marsh Recreation Ground and improve active frontages along Marsh Road.

#### **Movement & access**

- k) Opportunities should be taken to develop and link into existing walking, cycling and wheeling routes including the nearby Sustrans route along Boundary Brook.

## Crescent Hall



<b>Site area</b>	0.9 ha
<b>Ward</b>	Temple Cowley
<b>Landowner</b>	Oxford Brookes University
<b>Current Use(s)</b>	Student accommodation
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Located immediately adjacent to the Temple Cowley Conservation Area
<b>Notable ecological features</b>	Mature trees within/ along the perimeter of the site fronting Crescent Road, Junction Road and Hollow Way which are protected by the Oxford City Council Crescent Road (No.1) Tree Preservation Order 1998.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPS5: Crescent Hall**

Planning permission will be granted for residential development and/or student accommodation on the site. The minimum number of dwellings to be delivered on the site is 75 net gain (or, if delivered as student rooms, the number of rooms that equate to this when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees, many of which are protected under a TPO as well as boundary features that help preserve amenity.
- b) Green infrastructure should be enhanced in lower quality areas with a greater variation in planting and new habitat around the new buildings.
- c) The potential presence of priority species/habitats on the site (roosting bats and nesting birds) should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly.

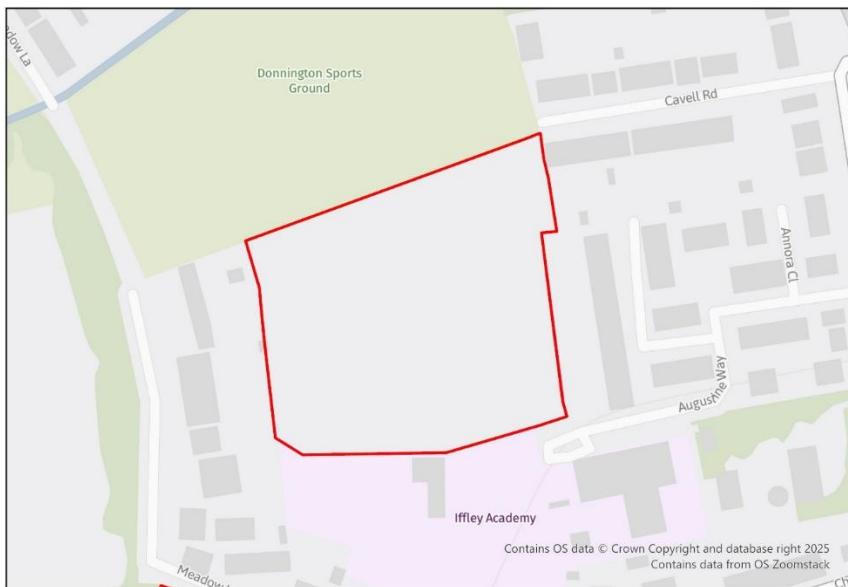
### **Urban design & heritage**

- d) In the case of infill development, proposals should complement the materials of the existing development (**Policy HD1**).
- e) Proposals should be designed in a way that is sensitive to the Temple Cowley Conservation Area of which it lies adjacent to, particularly regarding heights, massing, roofscape and impacts on local character and street scene (**Policy HD3**).
- f) Opportunities should be taken to improve the interface with the surrounding streets, particularly along Crescent Road and Hollow Way.

### **Movement & access**

- g) Opportunities should be taken to consolidate car parking and reduce the car-dominated feeling of the buildings within the site.
- h) Circulation within the site should prioritise walking, cycling and wheeling.
- i) New residential development should be low car.
- j) Unless a safe alternative can be demonstrated, the principal access should remain in the same location, although opportunities to increase permeability for walkers, cyclists and wheelers should be considered.

## **Former Iffley Mead Playing Field**



<b>Site area</b>	2.04ha
<b>Ward</b>	Rose Hill and Iffley
<b>Landowner</b>	Oxfordshire County Council
<b>Current Use(s)</b>	Vacant Greenfield
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Iffley Conservation Area is adjacent to the site. The site is not within a view cone but there is potential for it to impact views from the Rose Hill View Cone. The site has general archaeological potential, as it is located 70m from a Neolithic pit circle and there is potential for further remains. It also has potential for Early Saxon settlement as the Archeox excavation to the north recovered a significant amount of Saxon pottery.
<b>Notable ecological features</b>	It has been vacant for some time and so there is potential for biodiversity value. Site is within the impact risk zone for Iffley Meadows SSSI.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPS6: Former Iffley Mead Playing Field

Planning permission will be granted for residential development and public open space at the former Iffley Mead Playing Field site. The minimum number of dwellings to be delivered is 84. Other complementary uses will be considered on their merits.

#### Open space, nature, flood risk

- Public open space will be required onsite (**Policy G2**). This open space must be accessible to existing residents and could incorporate a well-designed secure children's play area alongside some Sustainable Urban Drainage Systems (SUDS).
- The ecological value of the site must be assessed as part of a planning application and existing green features such as mature trees and hedgerows should be retained or enhanced. A biodiversity survey should be submitted in support of any development proposals to demonstrate any harm is avoided, mitigated or compensated for.
- As the site falls within the identified impact risk zone for the Iffley Meadows SSSI,

new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).

#### **Urban design & heritage**

- d) Proposals should ensure that the design has taken into consideration the impact on the setting of the Iffley Conservation Area (**Policy HD3**) and on views, particularly from the Rose Hill view cone (**Policy HD6**).
- e) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**). Any sizable development will require pre-determination evaluation (geophysical survey and trenching).

#### **Movement & access**

- f) Augustine Way offers the greatest potential for vehicular access, but this would be shared with access to the adjacent Iffley Academy school. Therefore, proposals should ensure that access to the site can be achieved without being detrimental to the school.
- g) Limited vehicle movements would be beneficial and as the site is located in a CPZ, low car development would be supported.
- h) Opportunities to access the site for walkers, cyclists and wheelers from Cavill Road and through the adjacent recreation ground to the north should be explored.

## Kassam Stadium



<b>Site area</b>	6.52ha
<b>Ward</b>	Littlemore and Northfield Brook
<b>Landowner</b>	Firoka
<b>Current Use(s)</b>	Football stadium with associated conference facilities, parking

<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Within setting of Minchery Farmhouse Grade II* listed building.
<b>Notable ecological features</b>	<p>Close to Spindleberry Park Oxford City Wildlife Site, Littlemore and Northfield Brook OCWS along northern edge, close to Minchery Farmhouse OCWS. Nearby peat deposits to the west, alongside the brook.</p> <p>Part of the site is identified in the Local Nature Recovery Strategy (LNRS).</p>
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## **Policy SPS7: Kassam Stadium**

Planning permission will be granted for residential-led development and public open space on the Kassam Stadium site. The existing stadium provides a number of functions currently, and replacement of the local, community role of these facilities will be expected. There is also a precedent for employment-related uses, so these will be acceptable as a secondary use on the site. The minimum number of new homes to be delivered is 290. Other complementary uses will be considered on their merits. This site is linked to **SPS11** and **SPS13**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

### **Open space, nature, flood risk**

- a) Development should not have an adverse impact on the Oxford City Wildlife Site.
- b) A 10m buffer to the brook should be retained and used to create an enhanced wildlife corridor. Tree edges that screen the surrounding residential districts should also be retained.
- c) At least 10% of the sites should be used for public open space (**Policy G2**). The opportunity should be taken to weave this through the site as green space with pocket parks, creating a green corridor that links Fry's Hill Park and Spindleberry Nature Reserve to the surrounding landscape. This also ensures the links to the rural landscape beyond, with characteristic fragments remaining, is retained.
- d) A sequential approach must be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook (**Policy G7**).
- e) A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk at the site and around is not increased. Infiltration SuDS solutions may be possible because of the geology, so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) An area of land along the northern boundary of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### **Urban design & heritage**

- g) Design should inject character and a sense of place into this area (**Policy HD1**).
- h) The interface between the edges of the sites and the surroundings is particularly important. The likely change in character along Grenoble Road as development takes place to the south should be reflected in the style of development along the

southern edge. The northern edge is bounded by the brook and green infrastructure should be retained and enhanced.

- i) Development should ensure an enhancement to the setting of the Minchery Farmhouse (**Policy HD3**).
- j) The potential for prehistoric, Roman and medieval archaeology will need to be explored as part of any redevelopment (**Policy HD5**).

#### **Movement & access**

- k) Development should contribute to improvements to the walking, cycling and wheeling route from Priory Road, which will be an important route to the new branch line station. Development proposals should be designed to be permeable and readable, with obvious routes through to Grenoble Road, the east of the site and across to site **SPS11** and Priory Road.
- l) Vehicular access should continue to be from Grenoble Road and design should ensure there is easy circulation for vehicles to and from site **SPS11**.

#### **Additional requirements**

- m) Because the site includes areas of filled ground, some areas of potential contamination are present on the site, so investigation will be required, and remedial works may be required (**Policy R5**)

## Land at Meadow Lane



<b>Site area</b>	0.99 ha
<b>Ward</b>	Rose Hill and Iffley
<b>Landowner</b>	Oxford City Housing Ltd
<b>Current Use(s)</b>	Private green space, in the past rented out for horse grazing
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Within the Iffley Conservation Area; Grade II listed Townsend Close and Tudor Cottage buildings nearby on Church Way Within Rose Hill View Cone

	Potential presence of Iron Age and Roman archaeological remains.
<b>Notable ecological features</b>	Site is within the impact need zone for Iffley Meadows SSSI Site identified in Local Nature Recovery Strategy (LNRS) Adjacent to watercourse
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPS8: Land at Meadow Lane**

Planning permission will be granted for residential development at Land at Meadow Lane. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) A detailed assessment of the site's value for invertebrates and the impacts of the proposed development will be required, with mitigation and compensation measures delivered that fully offset these impacts and functionally support notable species.
- d) Any proposed development on the site will require a detailed assessment of protected species, which should inform a package of mitigation and compensation measures that ensure there are no residual impacts on the protected species.
- e) The strong belt of vegetation on the southern boundary should be retained and other existing vegetation on the site should be retained and enhanced where possible and when needed as enhanced habitat for invertebrates, following the mitigation hierarchy.
- f) Part of the site is located within Flood Zone 3 and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route (**Policy G7**).
- g) A buffer should be retained alongside the watercourse.

### **Urban design & heritage**

- h) Development proposals should be designed with consideration of the impact on the Conservation Area and heritage assets adjacent to the site (**Policy HD3**).
- i) Development should be of relatively low density and height to allow for suitable plot size and spacing between buildings and integration of green infrastructure as appropriate to the semi-rural character of the Iffley Conservation Area.
- j) Proposals should ensure that the archaeological assets are appropriately

investigated and responded to (**Policy HD5**).

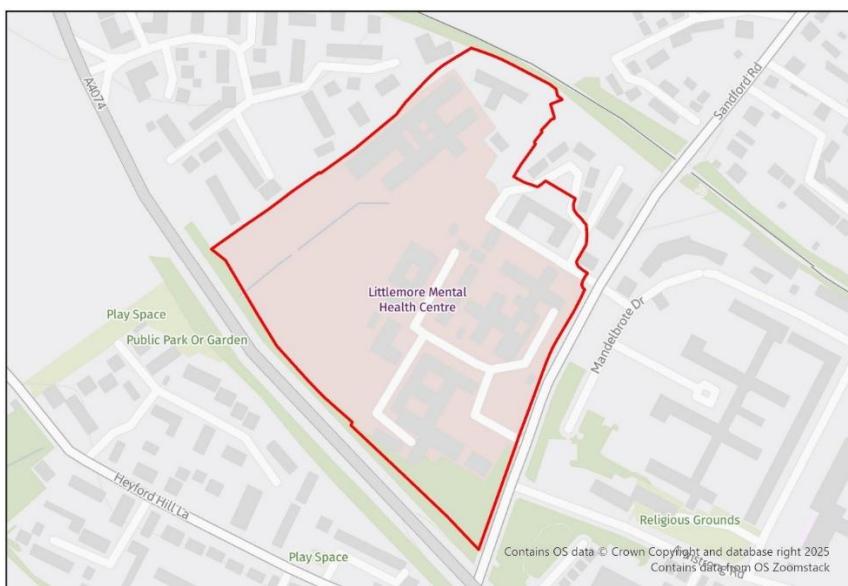
#### **Movement & access**

- k) Opportunities to improve walking, cycling and wheeling links should be taken to link into existing networks.
- l) The semi-rural character of surrounding streets should be maintained and the perception of these as safe for walking, cycling and wheeling not compromised. To achieve this the site should generate minimal traffic, with low parking levels.
- m) The vehicle access point should be chosen to minimise transport impacts and to minimise impacts on the character of the conservation area.

#### **Additional Requirements**

- n) Some areas of potential contamination are present on the site so proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

### Littlemore Mental Health Centre, Sandford Road



<b>Site area</b>	6.6ha
<b>Ward</b>	Littlemore
<b>Landowner</b>	Oxford Health NHS Foundation Trust
<b>Current Use(s)</b>	Hospital and Staff/Student Accommodation
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	The site has archaeological potential and is located close to the Littlemore Conservation Area which contains a number of heritage assets.
<b>Notable ecological features</b>	Site is within 200m of a SSSI (Littlemore Railway Cutting) and has established vegetation, trees and hedgerows within the site/on the site boundary.

<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.
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## Policy SPS9: Littlemore Mental Health Centre

Planning permission will be granted for hospital use, and associated residential development which may include employer-linked housing or student accommodation. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) Development proposals must ensure that existing green infrastructure features on the site are protected and that opportunities are sought to enhance these. An Urban Greening Factor assessment will need to be produced and submitted. Planning permission will only be granted if an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets (**Policies G1, G2 and G3**).
- b) Existing onsite biodiversity should be retained, enhanced and integrated into development proposals (**Policies G2 and G4**).
- c) Existing drainage features such as the pond and brook should be maintained, enhanced and integrated into the landscape scheme, potentially creating wildlife corridors through the site (**Policy G8**).
- d) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider impacts on the surrounding areas, particularly, the nearby Littlemore Railway Cutting SSSI (**Policy G6**).
- e) Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G7**).

### Urban design & heritage

- f) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- g) Development proposals should be designed with consideration of their impact on the nearby Littlemore Conservation Area and nearby heritage assets (**Policies HD1 and HD3**).
- h) Due to potential impacts of noise and other pollutants from traffic on the A4074, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**)

### Movement & access

- i) Development proposals should demonstrate better management of the existing parking on the site to ensure the most efficient use of land is made.
- j) Proposals should also improve accessibility through the site, additional routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan (**Policy C6**).

### Additional requirements

- k) As the site has a long standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how

contamination issues will be resolved where relevant (**Policy R7**).

## MINI Plant Oxford



<b>Site area</b>	69.9ha
<b>Ward</b>	Blackbird Leys
<b>Landowner</b>	BMW (UK) Manufacturing Ltd
<b>Current Use(s)</b>	Car manufacturing plant
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site is of archaeological interest as the Dorchester-Alchester Roman road runs through the site and there is potential for roadside settlement. Archaeological remains from the Bronze Age and Roman remains have also previously been recorded.
<b>Notable ecological features</b>	Part of site identified in Local Nature Recovery Strategy (LNRS). Site is located within the impact risk zone of the Brasenose Wood and Shotover Hill SSSI, but this SSSI is sensitive to recreational pressure, which is unlikely to be generated by development of this site.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPS10: MINI Plant Oxford

Planning permission will be granted for the intensification and modernisation of the MINI Plant Oxford site to make the most efficient and effective use of the land in accordance with **Policy E1** and in recognition of its importance as a key employment site.

Development and/or changes of use of buildings to Class B2 (general industrial), Class E (offices and light industrial) together with Class B8 warehousing uses or other complementary uses will be supported in principle, even though they may result in a loss of jobs, where these uses are shown to be important to the successful operation of the MINI Plant Oxford.

### **Open space, nature, flood risk**

- a) Proposals should include additional greening onsite to help meet the Urban Greening Factor target and maximise the other functional benefits this can provide (e.g. for climate resilience including reducing surface water flood risk, and general amenity). This could be achieved in various ways, including introducing new green features or enhancing existing features on the site.
- b) Parts of the site, including areas along the north and eastern boundaries, the railway line and a north-south strip to the south of the railway line, are identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### **Urban design & heritage**

- c) The MINI Plant Oxford site sits in a 'gateway' location and therefore new development should positively respond to its setting and its relationship to key frontages adjacent to the Eastern By-Pass, Garsington Road and Horspath Road. Opportunities to enhance public realm and improve the experience of the site boundaries when viewed from beyond the site should be maximised wherever redevelopment and operational requirements allow.
- d) Building design and arrangement will need to be guided by the operational needs of the site, however, proposals should seek to bring forward development that responds sympathetically and contributes positively to the surrounding area including blending into surrounding views, particularly where these front onto the boundaries of the site.
- e) Whilst there are limited constraints on the site, considerations around heights, scale and massing should factor in how the developments will be viewed from afar and on the approach, so as to reduce feelings of overbearing and dominating of the adjacent streetscape. Variations in materials, including selection of materials and how they are placed, could help to add visual interest to frontages and reduce homogeneity particularly when experienced from outside the site.
- f) There is potential for archaeological remains onsite such as Bronze Age and Roman remains, and those related to the Dorchester- Alchester Roman Road. Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

### **Movement & access**

- g) There are various access points into the site of varying quality and proposals should explore opportunities to improve these wherever possible and where operational requirements allow.
- h) Whilst the site is fairly accessible, proposals should explore ways to provide for improved walking, cycling and wheeling routes, including making enhancements to the existing network and key junctions, as well as providing better connections to existing and planned major developments in the area.
- i) Opportunities should be taken through the development of this site to support sustainable travel by providing greater public transport links and services, including supporting linkages for passengers utilising the future Cowley Branch Line, as appropriate.

### **Additional requirements**

- j) Impacts of traffic noise and potential air pollution should be considered as part of the design process and responded to where necessary through appropriate design measures, particularly on the boundaries of the site adjacent to the By-Pass and Horspath Road (**Policy R4 and R8**).

k) There is the potential for land contamination on the site due to current or previous uses. Proposals may be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## Overflow Car Park at Kassam Stadium



<b>Site area</b>	2.29ha
<b>Ward</b>	Northfield Brook
<b>Landowner</b>	Firoka
<b>Current Use(s)</b>	Overflow parking for the nearby football stadium
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Close to Minchery Farmhouse Grade II* listed building and close to Littlemore Conservation Area. Potential for prehistoric, Roman and Medieval archaeology. The archaeology is dispersed and mostly focused around the fringes
<b>Notable ecological features</b>	Close to Spindleberry Park Oxford City Wildlife Site and close to Minchery Farmhouse OCWS. Littlemore and Northfield Brook OCWS along northern edge of the site. Nearby peat deposits to the southwest alongside brook. Part of the site is identified in the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPS11: Overflow Car Park at Kassam Stadium

Planning permission will be granted for residential-led development and public open space on the Overflow Car Park at Kassam Stadium site. The minimum number of new homes to be delivered is 100. Other complementary uses will be considered on

their merits. This site is linked to **SPS7** and **SPS13**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

### **Open space, nature, flood risk**

- a) A buffer should be retained along the railway corridor to allow for the movement of protected species such as slow worms. A 10m buffer to the brook should be retained and used to create an enhanced wildlife corridor. Tree edges that screen the surrounding residential districts should also be retained.
- b) At least 10% of the sites should be used for public open space (**Policy G2**). The opportunity should be taken to weave this through the site as green space with pocket parks, creating a green corridor that links Fry's Hill Park and Spindleberry Nature Reserve to the surrounding landscape. This also ensures the links to the rural landscape beyond, with characteristic fragments remaining, is retained.
- c) Development should not have an adverse impact on the Oxford City Wildlife Site.
- d) A sequential approach must be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook and across the whole southwest corner, and these areas should be integrated into the buffer. This corner would be suitable for either pooled parking or the largest area of open space, as long as access routes to the south and west are easily identified. (**Policy G7**).
- e) Areas of surface water flood risk are present along the access routes. A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk at the site and around is not increased. Infiltration SuDS solutions may be possible because of the geology so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) Land around the outer edges of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### **Urban design & heritage**

- g) Design should inject character and a sense of place into this area (**Policy HD1**).
- h) There is greatest potential for higher and larger plot buildings in front of the railway embankment and in the centre of the site, building in height from the outer edges towards the centre and north of the site.
- i) Archaeological investigation may be required as part of any proposed development (**Policy HD5**).

### **Movement & access**

- j) Walking, cycling and wheeling routes to access the frequent bus services from Pegasus Road need to be enhanced, including the informal walking access from Falcon Close.
- k) Walking, cycling and wheeling access towards Littlemore via Priory Road, which will also be a vital link to the Cowley Branch Line station in the future, must be retained and enhanced in the southwestern corner of the site. The potential for a restricted access for vehicles from this location for servicing and emergency vehicles only should be investigated.
- l) The main vehicular access is expected to remain as the bridge over the Littlemore Brook from the Ozone complex and Grenoble Road beyond.
- m) To eliminate any risk to railway operations and to ensure the safe operation of the railway, applicants must demonstrate that the design of development considers guidance provided by Network Rail.

### **Additional requirements**

n) Because of the use as a car park, some areas of potential contamination are present on the site, so investigation will be required, and remedial works are likely to be required (**Policy R7**)

## Oxford Science Park



<b>Site area</b>	27.33ha
<b>Ward</b>	Littlemore
<b>Landowner</b>	Magdalen College and Ellison Institute of Technology
<b>Current Use(s)</b>	Mix of employment uses (mainly office and labs) as well as ancillary uses including decked car parking and a children's nursery.
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Known archaeological potential for Saxon and Roman remains. Minchery Farmhouse (Grade II*) is adjacent to the site.
<b>Notable ecological features</b>	Littlemore Brook (Oxford City Wildlife Site) runs through and adjoining the site. Site also contains Section 41 (Priority/Principal) habitats that fall within the Biodiversity Duty (Deciduous Woodland). Site contains significant trees, hedgerows, and woodland which form the structural landscaping of the Science Park which are important to public amenity and provide valuable ecosystem services. Northern boundary and area on the east (generally following the watercourse) identified in Local Nature Recovery Strategy as areas that have the potential to become important for biodiversity.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### **Policy SPS12: Oxford Science Park**

Planning permission will be granted at Oxford Science Park for development of research and development and office employment uses (Class E) that directly relate to Oxford's key

sectors of research-led employment. Other complementary uses will be considered on their merits.

An element of residential development within the defined threshold (**Policy E1**) will be supported.

#### **Open space, nature, flood risk**

- a) The site contains significant existing trees, hedgerows and woodland which provide landscaping value and are important to public amenity as well as biodiversity value.
- b) Some open space onsite (Land Adjacent to Eastern Bypass, and Land Adjacent to Minchery Farm), is identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species, or by quantitative reprocision by creating new open space elsewhere on the site. These actions would also contribute to maintaining Urban Greening Factor score.
- c) There should be no loss of Core GI (part of the Minchery Farm parcel). Opportunities could include retaining trees and planting new trees to benefit public amenity in the area as part of a landscaping scheme (**Policy G6**).
- d) A 10-metre buffer to the Brook should be maintained, and opportunities to improve biodiversity and links through the site should be retained, including a buffer along the railway corridor to allow for the movement of the protected species, and developing opportunities for biodiversity connectivity across the Science Park and beyond e.g. to connect through to Spindleberry Nature Park in Blackbird Leys (**Policy G2**).
- e) Parts of the site are Flood Zone 3b, mainly along the Brook, and a sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land that runs through the flood extents of the Littlemore Brook Tributary, therefore flood warning will be important and should be considered when assessing the need for evacuation from the site. Areas of surface water flood risk are also present within the site and along the access routes, therefore the FRA should consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G7** and **Policy G8**).

#### **Urban design & heritage**

- f) New development proposals should seek to improve the place-making on this site and the permeability into and through the site, particularly in terms of routes to and from the Cowley Branch Line stations. Proposals for individual plots should demonstrate how they address and enhance their relationship with the wider Science Park, this could be through a masterplan.
- g) Proposals should enhance and increase the public realm and landscaping of the Science Park, including, where possible, the creation of new public open spaces. Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged.
- h) There are opportunities for intensification of uses on this site which may be possible through increased building heights. Heights should vary across the site

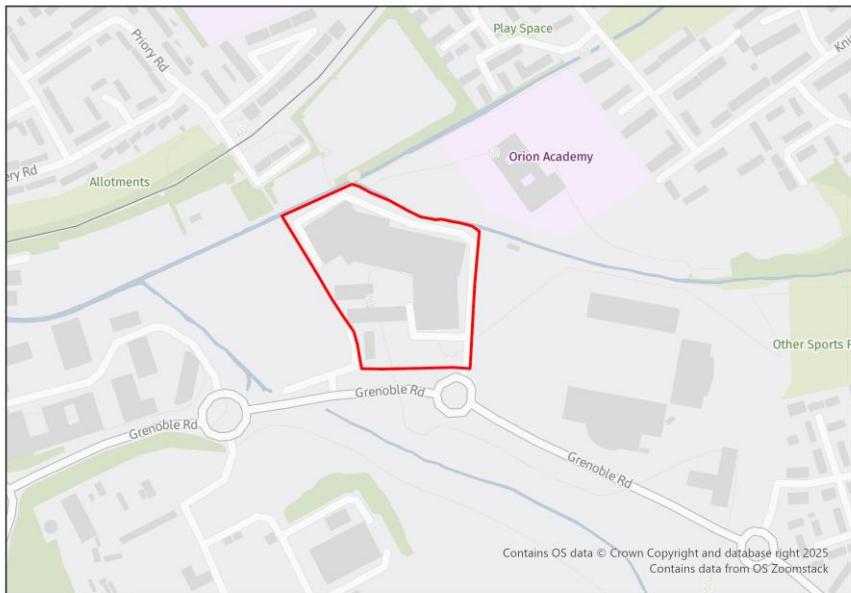
and should be informed by design guidance in the High Buildings TAN and the CBL Densification Study. Higher buildings will be most appropriate to the central and eastern part of site, closest to the Kassam Stadium and Leisure Complex although heights will require modulation and should respond to the setting of the Grade II\* listed Minchery Farmhouse. Lower buildings will be most appropriate within the western part of the site, providing a transition to the countryside edge of Oxford / towards the western hills and river corridor. Proposals should demonstrate how they have been informed by the guidance set out in the High Buildings TAN and the CBL Densification Study (2025).

- i) The land to the south of Grenoble Road (within South Oxfordshire district) is a strategic site allocation in the SODC Local Plan as an extension to the Science Park and for housing (unmet housing need from Oxford). This will significantly change the character of the area. Proposals should respond to this changing context both in the design of the new development at the Science Park, its connectivity and permeability and the links to future transport infrastructure provision.
- j) Development proposals must be designed to preserve the setting of the adjoining Grade II\* listed Minchery Farmhouse, particularly plots in the east of the site (**Policy HD3**).
- k) Development proposals must take into consideration the potential presence of Medieval and Roman archaeological remains and remains of Littlemore Priory. Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- l) Due to the recorded peat reserves along Littlemore Brook and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of peat deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

#### **Movement & access**

- m) This site has a key role in facilitating public transport improvements in the area. Opportunities should be taken to support sustainable travel by contributing to improved public transport links and services, including the proposed re-opening of the Cowley Branch Line to passengers.
- n) Improved pedestrian and cycle links, and enhancements to the existing footpath and cycle networks are required, together with better connections to both existing and planned major developments in the area including to existing communities in Littlemore and Blackbird Leys, and the communities of the proposed urban extension south of Grenoble Road in South Oxfordshire.
- o) Developments should also support active travel access to the new Cowley Branch Line station Oxford Littlemore, which is proposed to be located adjoining the site to the east.
- p) Proposals should seek to reduce surface level car parking provision across the site. Proposals should not increase the amount of motor vehicle parking, and measures to reduce car parking will be supported, to encourage modal shift and more efficient use of land (**Policy C8**). Proposals assessed prior to the delivery of the CBL will be expected to show how car parking will be reduced once CBL becomes fully operational (i.e. two trains per hour).

## **Ozone Leisure Park and Minchery Farmhouse**



<b>Site area</b>	3.0ha
<b>Ward</b>	Littlemore
<b>Landowner</b>	Firoka
<b>Current Use(s)</b>	Leisure park including ten pin bowling and cinema
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Contains Minchery Farmhouse Grade II* listed building. Potential for prehistoric, Roman and medieval archaeology.
<b>Notable ecological features</b>	Littlemore and Northfield Brook OCWS along northern edge, close to Minchery Farmhouse OCWS, peat deposits alongside brook. Part of the site is identified within the Local Nature Recovery Strategy (LNRS)
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPS13: Ozone Leisure Park and Minchery Farmhouse

Planning permission will be granted for mixed-use development within existing lawful Use Class E and with replacement community leisure/sui generis uses. Acceptable uses on the site include:

- Research and development
- Other Use Class E employment uses
- Commercial leisure
- Community and cultural facilities
- Replacement hotel

In accordance with **Policy C5** community commercial leisure uses should be re-provided. Other complementary uses will be considered on their merits.

This site is linked to **SPS7** and **SPS11**, and a flexible approach will be taken to how the required uses are spread across the sites, but this must be led by a masterplan that shows how minimum housing numbers will be achieved overall.

### Open space, nature, flood risk

- a) A 10m buffer to the brook should be incorporated and used to create an enhanced wildlife corridor.
- b) Development should not have an adverse impact on the Oxford City Wildlife Sites.
- c) Due to the site's proximity to recorded peat reserves, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.
- d) A sequential approach should be taken to locating development on the site. Development should avoid the areas of Flood Zone 3 along the brook (**Policy G7**).
- e) Areas of surface water flood risk are present. A site-specific Flood Risk Assessment (FRA) will be required with a drainage strategy to manage runoff and ensure surface water flood risk on and off site is not increased. Infiltration SuDS solutions may be possible because of the geology so a geotechnical investigation may be needed (**Policy G7** and **Policy G8**).
- f) Land along the northern boundary of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

#### **Urban design & heritage**

- g) The design should be structured around attempting to reflect and maintain the remnants of the semi-rural landscape.
- h) Development of the site presents an opportunity to inject character (**Policy HD1**). There is scope for a variety of high-quality materials and design styles and also for some height. High density and larger-plot development is likely to be suitable on this site.
- i) Minchery Farmhouse is key to successful design, which should be respectful of and enhance its setting (**Policy HD3**).
- j) Archaeological potential will need to be explored as part of any proposed redevelopment (**Policy HD5**).
- k) Minchery Farmhouse should be repaired and brought back into a sustainable use.

#### **Movement & access**

- l) Links through the site for pedestrians, cyclists and wheelers should be improved, allowing better permeability through the site.
- m) Development on the site currently turns its back on its surroundings and has poor interfacing at the edges. This should be enhanced by the layout.
- n) The route along the path to the west of the site is key to future successful connectivity across this area, and it will connect to the proposed Cowley Branch Line station, so enhancement of this route is essential.
- o) Circulation into, around and through the site should be enhanced. In particular, every opportunity must be taken to enhance the setting of the Minchery Farmhouse by consolidating parking and servicing and moving it to a less sensitive part of the site.
- p) Given the significant amount of parking to the west of the site, the need for parking within this site is limited.

#### **Additional requirements**

- q) Some areas of potential contamination are present on the site, so investigation will be required, and remedial works may be required (**Policy R7**)

## Redbridge Paddock



<b>Site area</b>	3.64 ha
<b>Ward</b>	Hinksey Park
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	Rough grazing land
<b>Flood zone</b>	Flood Zone 3a
<b>Notable heritage assets</b>	Visible from Iffley Conservation Area, with potential for Norman/medieval archaeological remains
<b>Notable ecological features</b>	Site is within the impact risk zone for Iffley Meadows SSSI. Part of the site is identified within the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPS14: Redbridge Paddock

Planning permission will be granted for residential development and public open space at Redbridge Paddock. Proposals should include residential moorings and associated servicing facilities. The minimum number of dwellings to be delivered is 200. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the Iffley Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the Iffley Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The site is identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss.
- c) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- d) A 10m green buffer from the edge of the riverbank should be retained, including the mature trees within it that have potential to enhance the design of the proposal.
- e) Public open space will be required onsite (**Policy G2**) and the type and layout of this could be linked to the retention and enhancement of natural features across the site.
- f) Compensatory improvements should be made to the surrounding areas of remaining Green Belt in accordance with the identification of Opportunities to Enhance the Beneficial Use of Green Belt Land Report (LUC 2018).
- g) A flood risk assessment will be required as a very small part of the site is in Flood Zone 3b, which must demonstrate how a sequential approach has been taken to locating development across the site, which is expected to be achieved by ensuring the area of highest flood risk is incorporated as part of the green infrastructure enhancement on the site.

### **Urban design & heritage**

- h) Proposals should respond to the natural setting of the river and pastoral floodplain between the site and Iffley.
- i) It is important that this gateway site into the city centre is designed to give a clear identity (**Policy HD1**).
- j) The design must be sensitive to impacts on the broader landscape setting and the views from and into the Iffley Village Conservation area, for example by reducing heights and density towards the river channel and leaving strategically placed gaps between blocks to retain west - east views (**Policy HD3**).
- k) There is potential for Norman/medieval archaeological remains on the site which should be investigated and responded to (**Policy HD5**).

### **Movement & access**

- l) Opportunities should be taken to enhance existing good pedestrian and cycle links to the city centre and locations in the south and east of the city.
- m) Vehicular access must be from the Abingdon Road, with care to ensure minimum interactions with accesses to Redbridge Park and Ride. Two access points for vehicles would be optimal and essential for pedestrians and cyclists.

### Additional requirements

- n) The River Thames is likely to be an important foraging and commuting resource for bats so artificial lighting alongside this corridor should be avoided and a lighting strategy should be submitted in support of any planning application setting out the internal and external lighting associated with the proposed development.
- o) The site is adjacent to a main arterial route into Abingdon and the ring road, and therefore air quality needs to be considered and an acoustic design statement is required (**Policy R7**).
- p) Proposal will need to demonstrate how contamination issues arising from this former landfill site will be resolved.

## Sandy Lane Recreation Ground



<b>Site area</b>	5.15ha
<b>Ward</b>	Blackbird Leys
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	Playing pitches and associated facilities including small car park and pavilion; vacant car parking off Ambassador Avenue currently used by a motorcycle training company
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage</b>	Nothing notable above ground, some potential for archaeological

<b>assets</b>	remains onsite based upon previous Roman and medieval finds in close proximity to the site.
<b>Notable ecological features</b>	Part of the site is identified in the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPS15: Sandy Lane Recreation Ground**

Planning permission will be granted for residential development at the Sandy Lane Recreation Ground site. The minimum number of dwellings to be delivered is 300 dwellings. However, should an element of outdoor sports provision need to be retained onsite, then a reduced number would be accepted. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) The pitches onsite are identified as supporting green infrastructure (**Policy G1**), so enhancement of remaining GI will be required to mitigate loss, including specifically reprovision of pitch capacity on or offsite.
- b) If an element of pitch provision is to be retained onsite, there are opportunities to consolidate pitches and improve their quality to accommodate increased use.
- c) The City Council's Active Communities Team must be consulted and agree with any relocation of sports facilities.
- d) Proposals should preserve existing green features wherever possible, including boundary planting which also serves as important amenity buffers to the railway line and Eastern by-pass, as well as the line of larger trees along the boundary with Blackbird Leys Road.
- e) In order to maintain Urban Greening Factor score and mitigate losses of green features, proposals should seek to enhance remaining green space and/or provide new green features onsite. This could include additional planting of retained green areas that delivers additional benefits for people and wildlife; bolstering boundary planting to improve buffering benefits; as well as introducing new linear features that can help break up the development and serve as movement corridors for species across the site.
- f) Public open space will be required onsite (**Policy G2**). The type and the layout could be split into smaller spaces throughout the site that provide different functions for residents and visitors or provided through one larger area of open space.
- g) The strip of land on the boundary running adjacent to railway line is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- h) Existing and future surface water flood risk will need to be considered as it is prevalent across significant parts of the site, and this will need to be investigated and mitigated through a robust drainage strategy.

### **Urban design & heritage**

- i) Whilst the site is in an area of the city with fewer constraints or less sensitivity in

terms of views, development proposals will need to consider and mitigate impacts on the sensitive skyline and surrounding area, particularly when viewed in combination with existing and planned development on adjacent sites. This could be achieved in various ways, such as by avoiding built forms with excessively overbearing scale or massing and avoiding roofscapes that are excessively uniform.

- j) The site straddles two quite different areas of the city in terms of landscape character, between the business and retail parks to the east and predominantly suburban, residential areas to the west. Proposals should therefore explore how densities can transition across the site to help ensure the development responds positively to the surrounding area, exploring more density (and potentially more height), to the northeast, transitioning to lower levels towards the southwest.
- k) Proposals should explore ways that character can be injected into the area through the new development being brought forward on the site such as via use of high-quality materials and innovative design choices (**Policy HD1**).
- l) There is also the potential presence of archaeological assets on the site based upon finds nearby including Roman and medieval remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

#### **Movement, access and layout**

- m) Design and layout of the site should respond to the location of the new Cowley Branch Line station and the site's potential as a 'gateway' accommodating increased footfall to this part of the city. This should include new public space providing the setting for the station as well as linkages across the site to neighbouring areas such as the ARC Oxford business park.
- n) Proposals should seek to ensure that good permeability through the site is secured for all, both residents and users of the proposed Cowley Branch Line station with active travel options like walking, cycling and wheeling being integral to layout of the site. This should also include considerations of access to the station.
- o) The level change from the adjacent Blackbird Leys Road, and the line of mature trees on the boundary of the site, is likely to have amenity impacts for development located to close to the western edge of the site. Proposals should demonstrate how they have responded to this in the approach to layout of that part of the site. This could include design solutions such as setting back any development from that edge, potentially in combination with incorporating an element of open space provision along this edge.

#### **Additional requirements**

- p) Due to potential impacts of noise and other pollutants from the adjacent railway line and traffic on the Eastern bypass, development proposals will need to demonstrate how layout of buildings and public spaces has been approached to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**).
- q) As the site is located on previously made ground, including potential landfill, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## Templars Square



<b>Site area</b>	3.88ha
<b>Ward</b>	Cowley
<b>Landowner</b>	Oxford Re Value Investments Ltd
<b>Current Use(s)</b>	Mixed use including retail, parking, residential
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Beauchamp Lane Conservation Area is adjacent to the site to the west. The Grade II* listed Church of St James and Grade II listed cottage at 1 Beauchamp Lane are located just outside the site boundaries. There is potential for archaeological interest as the site is on the edge of an important Roman pottery manufacturing area and partly located over the area of a medieval settlement.
<b>Notable ecological features</b>	N/A
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPS16: Templars Square

Planning permission will be granted for a mixed-use development at Templars Square that supports its ongoing role as a key part of the Cowley District Centre, as well as delivering a significant amount of new residential development.

Development should include residential development and town centre uses that provide active frontages at ground floor level. The range of town centre uses could include the following:

- Retail;
- Commercial leisure;
- Financial and professional services;
- Learning and educational uses;
- Evening economy uses such as cafes, restaurants and pubs;
- Community facilities;

- Medical and healthcare facilities such as a health centre;
- Other employment such as offices and small workshops.

The minimum number of dwellings to be delivered is 500 (net gain).

To ensure the site continues to play its vital role as a district centre hub, active frontages will be required along identified principal routes. This may be along the outside edges of the development, facing the main roads, and also should cut through the middle of the development, in locations that ensure permeability and that draw people into and through the centre.

A mix of town centre and community uses are encouraged on this site to retain a vibrant town centre with a mix of uses for local communities, especially those in the east of the city. The City Council will encourage schemes that strengthen and diversify the range of services and facilities on offer to the local community and wider catchment area, alongside the provision of a significant number of new homes. Other complementary uses will be considered on their merits.

#### **Open space, nature and flood risk**

- Greening features will be necessary to achieve the required urban greening factor score. Most appropriate to the urban context of this site will be high quality planting and landscaping along any public realm and integrating green features into the built form. Opportunities should be taken to include more street trees and soft landscaping, which are currently lacking around the site.
- Innovative approaches such as green walls could be used to introduce biodiversity, and greening along new streets and to soften the edges of the development, these will help to achieve the Urban Greening Factor score.
- Amenity open space for residential development could include greening features, such as rooftop gardens, inset green space and vertical gardens.

#### **Urban Design and heritage**

- A masterplan should be produced to help organise services, access, movement routes, landscape, public realm and heights across the site. It is important that any piecemeal development does not prejudice the overall aim of a comprehensive regeneration across the site.
- The site plays an important role in the local community, providing a range of services and facilities for a wide area of East Oxford as an alternative to travelling to the city centre. Any redevelopment must maintain this role and continue to be accessible to the public.
- Development proposals should be designed with consideration of their impact on the setting of the adjoining Beauchamp Conservation Area and the setting of the Grade II\* listed Church of St James and Grade II listed cottage at 1 Beauchamp Lane (**Policy HD3**).
- Because of the position of the site on a ridge in an elevated position relative to the city core, there is potential for development to alter views from and to the Historic Core Area (both in the foreground and background of views). Therefore, the townscape and visual impact of any development on views to, across and from the Historic Core Area must be understood, described and explained thoroughly, including with a Visual Impact Assessment, in compliance with **Policy HD6**.
- Archaeological work may be required, but because the site is already heavily developed that will depend on the nature of the scheme (**Policy HD5**).

#### **Movement and access**

- i) Development should provide enhanced public realm through and around the edge of the site that better provides for pedestrians, cyclists and wheelers.
- j) Improved pedestrian and wheeler connectivity should be provided across Between Towns Road.
- k) The public transport interchange hub at Between Towns Road and Barns Road should be supported, with opportunities taken to improve bus stopping areas, signage and facilities, and the taxi ranks.
- l) Opportunities should be taken to consolidate public parking, with enough re-provided to support the needs of the centre. Residential development should be low car.
- m) Principal routes should be identified around and through the site, which should give permeability for pedestrians and wheelers.

#### **Additional requirements**

- n) Proposals will be required to include an appropriate site contamination investigation and applications will be required to demonstrate how any contamination issues will be resolved (**Policy R7**).
- o) Development proposals should include an acoustic design statement as this site is part of an area which is subject to environmental noise from surrounding roads.

### **Unipart Site**



<b>Site area</b>	30.63ha
<b>Ward</b>	Blackbird Leys
<b>Landowner</b>	Logicor Cowley Investment Ltd
<b>Current Use(s)</b>	Warehousing, industrial uses, offices
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site has potential archaeological interest as part of the access road is on the line of the Dorchester-Alchester Roman road and there is high potential for roadside settlement. There is also high potential for other prehistoric and Roman remains (sites are recorded to the north &

	south of the plot).
<b>Notable ecological features</b>	Parts of the site is in the Local Nature Recover Scheme (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPS17: Unipart Site

Planning permission will be granted for new development, modernisation and intensification of logistics/industrial uses including Industrial (class B2), and storage or distribution (class B8) with ancillary offices, research and industrial processes (class E) uses. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) Proposals should take opportunities to integrate a network of green spaces and other features across the site that can have benefits for occupants of the site as well as wildlife which will help to achieve the Urban Greening Factor policy target. Block arrangements and design of outdoor spaces could seek to incorporate a variety of features including functional open spaces; trees and hedges as well as linear features that can facilitate movement through the site and integrate with surrounding areas, utilising the potential to enhance the wildlife corridor function of the railway line in this location, for example.
- b) Proposals should explore ways to incorporate planting of native trees and hedgerows to screen buildings, soften industrial activity, and that respond to the sensitivity of the site's borders.
- c) Proposals should seek to reduce levels of hard landscaping and integrate more natural surface cover across the site including through integration of Sustainable Drainage Systems which can also secure betterment in surface water flood risk.
- d) An undeveloped buffer zone of at least 10m width should be left alongside the watercourse (**Policy G2**). Opportunities to open up access and enhance connections from the watercourse into and across the site could improve amenity and movement for occupants of the site as well as wildlife.
- e) Surveys may be required to determine any species or habitats of value, particularly around the edges of the site and within the area of scrub to the north-east in advance of any redevelopment.
- f) Some pockets of land along railway line and also in a strip running north to south across part of site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### Urban design & heritage

- g) The site would benefit from a comprehensive masterplan to co-ordinate its development and provide a framework for the future modernisation and intensification and to positively promote sustainable development.
- h) The site is located between the predominantly industrial character of areas to the west and the more open nature of the areas to the east, this should be a key consideration informing choices about densities, scale and massing of development proposed. Opportunities to sensitively balance and transition between the differing characters of the surrounding areas whilst avoiding the creation of hard edges to the landscape should be explored.
- i) Taking into account the current built form on the site, densities and footprints of

buildings should vary across the site. This might include arranging higher densities of development towards the north and west, whilst seeking to achieve a looser and more fine-grained arrangement towards the south and east to ensure that a continuous hard edge to the southern and eastern boundaries isn't created.

- j) Variations in high quality materials, including selection of materials and how they are placed, could help to add visual interest to frontages and reduce homogeneity particularly when experienced from outside the site.
- k) Design of new development should respond to the allocation of the land at Northfield on the southern edge of the site (within South Oxfordshire) and any proposals arising there in due course, in particular, considering walk, cycle and wheel links to future transport infrastructure provision.
- l) The site has potential for sensitive archaeology in the form of prehistoric and/or Roman remains. Proposals should ensure that these archaeological assets are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- m) Block arrangements and layout of new development should be designed in a way that secures improved movement and circulation through the site, particularly via active transport modes like walking, cycling and wheeling.
- n) Applicants should seek opportunities to improve access into the site, e.g. by exploring potential for new access points along southern boundaries or in the northeast towards Oxford Road, as well as opportunities to support sustainable travel by providing new or improved walk, cycle and wheel links to existing and planned developments in the area, including that adjoining in South Oxfordshire district.
- o) Proposals should also explore ways to improve public transport links and services, including opportunities to integrate connectivity of the site with new stations associated with the re-opening of the Cowley Branch Line to passengers.

#### **Additional requirements**

- p) Because of the existing and previous uses of the site, some areas of potential contamination are likely present on the site. Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **EAST INFRASTRUCTURE AREA**

This area includes a number of sites with a range of uses including education, residential, research and the medical hospitals. As a result of people needing access to those sites, particularly the hospitals, there is significant traffic congestion in the area. Improving accessibility, especially to the hospitals, by means other than the car is a key aim for this area.

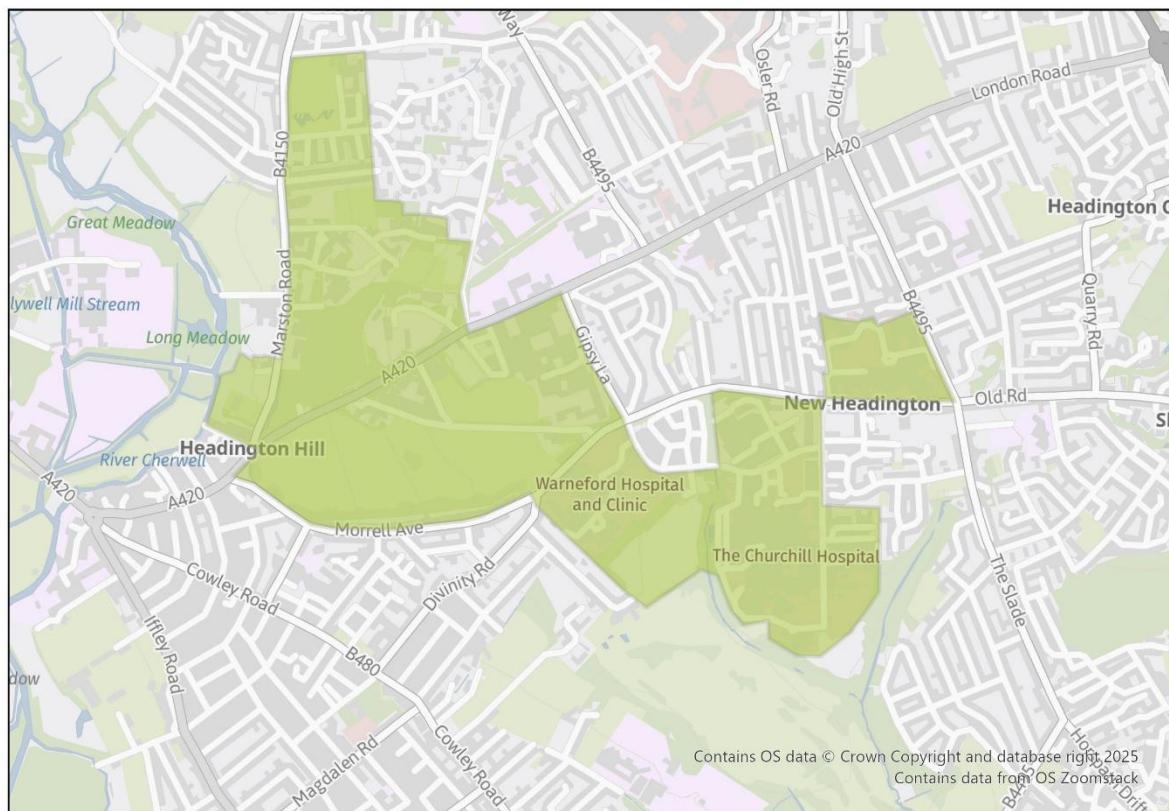
The area includes many significant green spaces, including the Lye Valley SSSI, South Park and Bury Knowle Park.

Key considerations for infrastructure and design across the area are:

- Ensure good connectivity by foot and cycle and public transport across the area, e.g. with safe, attractive routes
- Seek to manage/reduce the levels of car parking on the hospital sites
- Ensure protection of New Marston SSSI and Lye Valley SSSI
- See opportunities to increase active frontages along the southern end of the Marston Road

- Maintain the rural character of Cuckoo Lane whilst taking opportunities to enhance its function as a walking, cycling and wheeling route.

## MARSTON ROAD AND OLD ROAD AREA OF FOCUS



This Area of Focus (AoF) supports a mixture of institutional uses. The Marston Road area to the west hosts a range of academic uses including the Oxford Brookes University (Gypsy Lane and Headington Hill sites) and Cheney School. Meanwhile, the Old Road area to the east includes several hospitals (Churchill, Warneford, Nuffield Orthopaedic Centre) as well as the University of Oxford Old Road campus and is increasingly the focus of cutting-edge medical research. New development in the area offers opportunities to support and enhance its role as a setting for academia and as well as medical research linked to clinical practice at the hospitals.

The existing institutional uses are spread over a number of large, distinct sites. Typically, these plots are quite open, with low density development set amongst large areas of greenspace with varying degrees of public access, but also significant areas of car parking and hardstanding. There are various underused plots and opportunities for more intensive use of sites to make more efficient use of land, including rationalising areas of more expansive surface-level car parking and renaturalising surface cover.

The area is set within residential neighbourhoods, and served by several key and busy transport corridors forming connections to the city centre in the east and towards the city boundaries and the ring road in the north and west. There are opportunities to create a more active street frontage along parts of Marston Road, and to improve active travel routes as

well as surveillance and feelings of safety along some of the key movement corridors that provide linkages across the AoF and to surrounding areas.

The AoF is characterised by strong linkages to Oxford's history, with the presence of listed buildings, conservation areas and some significant archaeological interest including in relation to Civil War defences and the Fairfax siege line. The historic Cuckoo Lane also runs east-west through part of the AoF, acting as a valuable walking and cycling route. Equally, there is an abundance of green features providing recreational and ecological value, including larger, more formal open spaces like the parks, smaller areas of green space within the grounds of many sites, as well as various tree-lined streets and rural lanes. This green setting gives parts of the AoF a semi-rural feel and makes an important contribution to views from the historic core of the city and across the Cherwell Meadow, as well as to the setting of various heritage assets.

The strong concentration of historical and ecological interest makes the area sensitive to change. This sensitivity is further heightened by its proximity to watercourses like the River Cherwell to the west and Boundary Brook to the east, also to various important ecological designations in its surroundings. Notably, the nearby New Marston Meadows SSSI and Lye Valley SSSI rely on particular hydrological conditions relating to groundwater and/or surface water which can be harmed by impacts arising across wide catchments that go beyond their boundaries and overlap with parts of this AoF. Beyond simply mitigating harm from new development, schemes may also be able to bring about wider betterment to the hydrological conditions within the catchments of the nearby SSSIs through improvements in the urban environment.

It will be important to ensure that the distinctive and positive character of parts of the AoF, such as the green setting and its historic and biodiversity value, are maintained, this includes the area's relationship to wider views across the city, which could be harmed by introducing significant visual competition or change of character. There are also opportunities for creating a better relationship between development and the natural and historic environment. This includes designing in ways that can enhance the setting of these features, but also by taking inspiration from them to inform the design process, such as by extending the greenery of nearby sites through development sites or incorporating similar materials and styles into new built form. The area also falls within the Headington Neighbourhood Plan area so proposals should take into account the community aspirations set out in the plan.

#### **Policy MRORAOF: Marston Road and Old Road Area of Focus**

Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):

##### **Responding to the green setting and sensitive ecological interest in the area**

- a) Design that positively responds to any nearby open spaces, preserving and, where possible, enhancing the setting of these assets;
- b) Enhancement of the connectivity between open spaces and habitats across the area, such as through use of linear features and green corridors that can support movement of wildlife as well as people;
- c) Protection of New Marston SSSI and Lye Valley SSSI, and other sites of

ecological and biodiversity importance, whilst also exploring ways to go further to secure betterment in the particular hydrological conditions that support the habitats and species of these sites.

**Responding to the historic setting whilst making efficient use of land**

- d) A positive contribution to and enhancement of the character and setting of conservation areas and other heritage assets;
- e) Appropriate building heights for their setting which do not negatively impact on key views or historic skylines;
- f) Consolidation and reduction of car parking across the hospital sites;
- g) Maintenance of the verdant and rural character of the areas around Cuckoo Lane.

**Supporting active travel and sense of security when moving through the area.**

- h) Increased active frontages and natural surveillance along key transport corridors and walking, cycling and wheeling routes;
- i) Improvements to walking, cycling and wheeling infrastructure in accordance with the requirements of the Oxfordshire Local Cycling and Walking Infrastructure Plan.

## Churchill Hospital



<b>Site area</b>	3.89 ha
<b>Ward</b>	Churchill and Temple Cowley
<b>Landowner</b>	Oxford University Health NHS Foundation Trust
<b>Current Use(s)</b>	Hospital
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Original WWII hospital buildings are non-designated heritage assets. Archaeological potential including Roman pottery manufacturing and

	further Roman archaeological remains.
<b>Notable ecological features</b>	<p>The site lies within impact risk zones for the Lye Valley SSSI which is adjacent to the site, and there are significant existing trees within the site and near to the western boundary growing along Boundary Brook. Mileway Gardens Oxford City Wildlife Site is located to the west of the site.</p> <p>Potential species include reptiles, bats and nesting birds.</p> <p>Part of the site is identified within the Local Nature Recovery Strategy (LNRS).</p> <p>Peat reserves are likely located in the north-west corner of the site and to the south and south-east of the site.</p>
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPE1: Churchill Hospital

Planning permission will be granted for:

- Further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the Churchill Hospital Site
- Other suitable uses which must have an operational and/or research link to the hospital could include:
  - employment;
  - patient hotel;
  - primary healthcare;
  - education;
  - academic institutional and research;
  - extra care accommodation, including elderly persons accommodation;
  - small scale retail units, provided that they are ancillary to the hospital;
  - employer-linked affordable housing;
  - Student accommodation.

Other complementary uses will be considered on their merits.

Development of the site should be undertaken as part of a masterplan to ensure all land use issues including parking are considered in a comprehensive way to make the most efficient use of land.

### Open space, nature, flood risk

- While there are no designated ecological features on the site itself, the site directly adjoins a number of designated ecological sites and parts of the GI network. There are also significant existing trees scattered within the site and near to the western boundary growing along Boundary Brook which are important to public amenity in the area and will provide valuable ecosystem services. Therefore, retention and enhancement of the supporting green infrastructure will be required (**Policies G1, G2, G3**). This enhancement could be achieved by increasing both the amount, and diversity of, landscaping and ensuring that development considers how different parts of the site may hold opportunities for ecological connectivity in the wider landscape. Opportunities should be sought to repurpose the existing hard surfaces for other uses including GI and amenity uses, or to

create connections between the site and landscape beyond, or green corridors/routes through the site.

- b) Small strips along southeast/southwest boundaries of the site are identified within the Local Nature Recovery Strategy is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) As the site is located within identified impact risk zones for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy and/or hydrogeological impact assessment.
- d) A buffer zone should be provided during the construction period to avoid disturbance to the adjacent SSSI and additional protective and enhancement measures for river and wetland restoration as required around the watercourse and ecological buffers zones (minimum 10metres from bank top) should form part of development proposals.
- e) Any planning applications near the Boundary Brook or Lye Valley will also need to assess the potential for additional indirect impacts on the flora and fauna of those areas, including (but not limited to) potential impacts from lighting, noise, and dust, and provide adequate buffers and deliver ecological enhancements as required.
- f) Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

#### **Urban design & heritage**

- g) The central part of the site comprises the historical temporary hospital buildings used during the Second World War, which are non-designated heritage assets. Proposals should seek to deliver enhancement of these assets and their settings. This should be achieved by ensuring architectural design takes inspiration from, and respects the context of, the existing non-designated heritage assets (**Policy HD4**).
- h) A masterplan-led approach should be used to ensure that buildings and parking are rationalised with consideration given to the location of various uses to improve legibility of the site. Proposals should be designed to create active frontages and greater permeability through and into/ out of the site.
- i) Materials and design quality should be improved as poor-quality buildings are replaced. This could be achieved by drawing inspiration from the non- designated heritage assets to inspire and enrich the identity, character and quality of new development on the site.
- j) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

### **Movement & access**

- k) The site is car dominated with large areas utilised for surface level car parking. Development proposals should demonstrate rationalisation of the existing parking on the site to ensure the most efficient use of land is made.
- l) Mitigation measures will be required to ensure that proposals do not lead to increased parking pressure on nearby residential streets.
- m) Improvements to public transport, walking, cycling and wheeling access through the site will be required. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan.
- n) Development proposals shall not prejudice bus access through the site, and new routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. Additional access points to non-vehicular traffic onto the site will also be beneficial.

### **Additional Requirements**

- o) As the site has a long-standing hospital use, with potential for some areas of land contamination from historic use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **East Oxford Bowls Club**



<b>Site area</b>	0.3ha
<b>Ward</b>	St Clement's
<b>Landowner</b>	Oriel College, University of Oxford
<b>Current Use(s)</b>	Recreation (disused).
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Located entirely within Bartlemas Conservation Area and forms the setting of multiple listed buildings including: Grade 2* Bartlemas Farm House and Bartlemas House and Grade 1 listed St Bartholomew Chapel. Within Crescent Road View Cone.
<b>Notable ecological</b>	Potential for nature conservation interest. The area is characterised by hedged boundaries on all sides and is adjacent to parts of the core

<b>features</b>	green infrastructure network.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPE2: East Oxford Bowls Club**

Planning permission will be granted for residential development, with the minimum number of 10 dwellings to be delivered. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

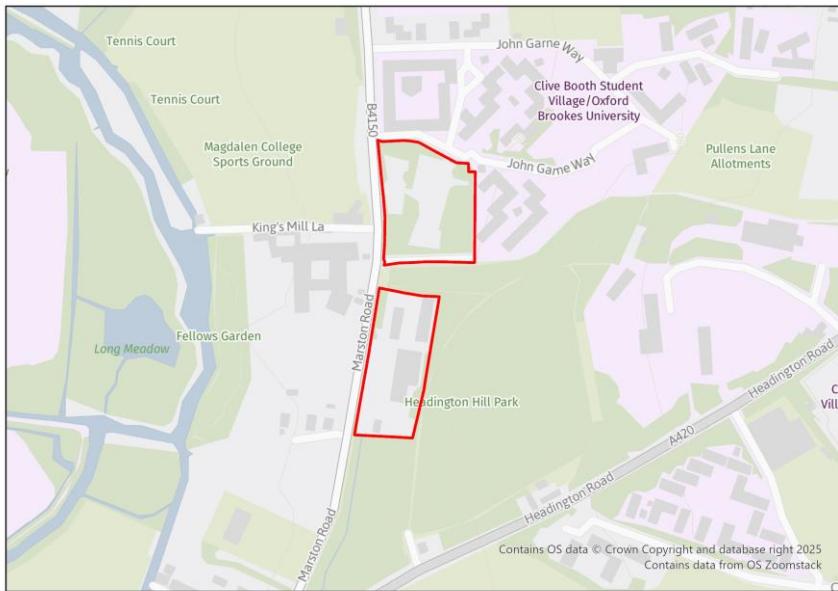
- a) Development should result in enhancement of the hedgerow and existing trees which bound the site. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken.
- b) The site is adjacent to core green infrastructure (GI) so proposals should seek to support and enhance the surrounding GI. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to maintaining the Urban Greening Factor score.

### **Urban design & heritage**

- c) Development proposals should be designed with consideration of their impacts on the setting of the Bartlemas Conservation Area, the setting of the nearby listed buildings and views (**Policy HD3**).
- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area.
- e) Proposals should be informed by the character and materiality of the Bartlemas Conservation Area. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- f) The Crescent Road View Cone crosses the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by demonstrating appropriate massing and considering variations in roof forms. Gaps between buildings should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the conservation area.
- g) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.

### **Movement & access**

- h) Development proposals should demonstrate appropriate vehicular access into the site, while preserving the secluded character of the conservation area. Bartlemas Close to the South East is most likely to be the location of the access. Access to the site will need to be considered to minimise the impact of vehicular traffic on the surrounding area.
- i) Development proposals should demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.



<b>Site area</b>	2.37ha
<b>Ward</b>	Headington Hill & Northway
<b>Landowner</b>	Oxford Centre for Islamic Studies
<b>Current Use(s)</b>	Car park, offices and cadet accommodation
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	<p>Southern parcel is in Headington Hill Conservation Area whilst northern parcel is adjacent to it. The site is also opposite St Clements and Iffley Road Conservation Area. Grade II* Headington Hall is nearby (within the park), as is St. Clements Church. Cuckoo Lane intersects the two parcels of the site and is registered on the Oxford Heritage Asset Register (OHAR).</p> <p>Potential for archaeological remains onsite related to the Civil War Parliamentarian siege line previously identified in Headington Hill Park, particularly on the northern parcel of the site. The Headington Hill View Cone passes through the northern parcel of the site.</p>
<b>Notable ecological features</b>	<p>Site is within the impact risk zone of New Marston Meadows SSSI (to the northwest).</p> <p>Site is within 200m of the Long Meadow Local Wildlife Site (to the west), and is also approximately 250m from Headington Hill Viewpoint Oxfordshire County Wildlife Site (to the northeast).</p> <p>Part of the site is identified within the Local Nature Recovery Strategy (LNRS).</p>
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPE3: Government Buildings and Harcourt House

Planning permission will be granted for residential development, which may include student accommodation, as well as academic institutional uses (subject to **Policy H9**). The minimum number of dwellings to be delivered is 68 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary commercial uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Proposals should seek to retain existing features wherever possible, particularly higher quality ones, including: mature trees (especially those subject to TPOs or Conservation Area protection); green boundary features that help to preserve amenity and contribute to the leafy character of the area; as well as areas of priority habitat such as the woodland on the southern parcel of the site.
- c) In order to retain the current Urban Greening Factor score, losses in green infrastructure should be compensated for, either through the enhancement of existing lower quality features, or through providing new features, which should seek to enhance connections through the site for wildlife and people through new linear features and wildlife corridors.
- d) Public open space will be required onsite (**Policy G2**). Given the characteristics of the area and site, this is most likely to be suitable as natural areas that are more informal in design and can play a dual role in allowing people to get closer to nature, whilst also supporting existing species and achieving adequate greening to meet Urban Greening Factor requirements.
- e) Due to the potential for various types of species to be present onsite, as well as indications of priority habitat being present, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated.
- f) Small section of site (at eastern boundary of southern parcel) is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### **Urban design & heritage**

- g) Proposals must be designed to be sensitive to their impacts on the significance and setting of the nationally listed and locally listed heritage assets on site and adjacent to it, taking opportunities to enhance these wherever possible (**Policy HD3**).
- h) Development proposals must also take into consideration the potential presence of archaeological remains related to the Civil War Parliamentarian Siege line and should ensure that these (and any other) archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- i) The Headington Hill view cone passes through the northern parcel of the site and there are other locally important views identified in the conservation area appraisal such as significant view lines from Headington Hill Hall towards the site and along the paths at the back of the southern parcel of the site. Proposals should be designed in a way that responds to the protected view (**Policy HD6**), and these other local views. This could be achieved by ensuring that building heights, scale and massing have been informed by an analysis and understanding of these views, with particular attention paid to design of new buildings within the view cone, as well as on the eastern side of the site which is more sensitive in terms of

impacts on the setting of the park.

- j) Design choices (such as development blocks and selection of materials) should be sensitive to the special historic qualities and character of the area, including heritage assets and wider townscape, ideally seeking to enhance these. Design of new buildings could also take inspiration from other high-quality buildings in the area, such as the Centre for Islamic Studies which is very close by.
- k) Boundary features could make use of green features as well as other materials that can help to maintain and enhance the parkland setting of the area and help the site blend into its surroundings. Aligning blocks parallel to the road would also help to create a consistent building line within the setting of the trees.

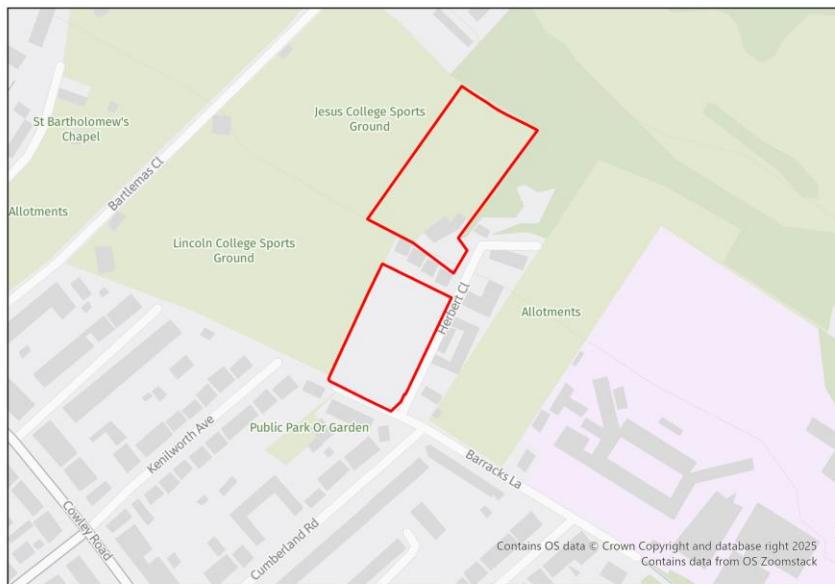
#### **Movement & access**

- l) Access into the site at present is primarily focused on vehicles, so proposals should seek to improve upon accessibility for walking, cycling and wheeling. This should include new access into the southern parcel for these users, whilst consideration should also be given towards new crossings on Marston Road. There may also be opportunities to improve connectivity between the two parcels of the site via Cuckoo Lane.
- m) New walking and wheeling access points into the park from the site's eastern boundaries should also be explored as this would facilitate access for residents and promote additional opportunities for making use of that open space, although the impacts on the setting of the park will also need to be considered and care should be taken to reduce impacts on the green character of the eastern boundary.
- n) Vehicle access points into the site are likely to be most suitable in their current locations. This means single access in and out for each parcel, so circulation around that site needs to be considered carefully. Opportunities to consolidate the existing parking provision on the site should be explored and design of new parking should seek to avoid overuse of hard landscaping, incorporating green features that can help to blend this into the wider setting wherever possible.

#### **Additional requirements**

- o) Consideration should be given to ensuring that design of new development mitigates amenity impacts on the setting of the adjacent park, which may include more sensitive design of lighting systems and care over noise created by uses on the eastern boundary of the site.
- p) The green buffering along the western boundary of the site and fronting onto Marston Road should be retained or enhanced wherever possible in order to help mitigate impacts from traffic noise and air pollution on occupants of the development.
- q) Whilst parts of the site have previously been subject to remediation proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **Jesus College Sports Area**



<b>Site area</b>	0.8ha (Area A) and 0.55ha (Area B)
<b>Ward</b>	Donnington
<b>Landowner</b>	Jesus College
<b>Current Use(s)</b>	Sports field
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Within the Bartlemas historic hamlet, and adjacent to Bartlemas Conservation Area. Within the setting of: Grade 2* listed Bartlemas Farm House Grade 2* listed Bartlemas House Grade 1 listed St Bartholomew Chapel. The Crescent Road View Cone falls across the southern portion of Area B.
<b>Notable ecological features</b>	Established hedgerow and existing mature trees, particularly along the northern and eastern boundaries of Area A. The sites form part of the Green Infrastructure (GI) Network as supporting infrastructure.
<b>Urban Greening Factor score</b>	The sites are likely to score above the Urban Greening Factor target.

### Policy SPE4: Jesus College Sports Area

Planning permission will be granted for residential development (including graduate accommodation) at Jesus College Sports Area sites which comprise Area A (Playing Field off Bartlemas Close) and Area B (Herbert Close tennis courts).

The minimum number of dwellings to be delivered is 40, which may come forward individually as a minimum of 24 dwellings on Area A and a minimum of 16 dwellings on Area B (or, if delivered as non-self-contained student accommodation, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

#### Open space, nature, flood risk

- The entirety of both sites has been identified as supporting green infrastructure (Policy G1) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by

improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to maintaining the Urban Greening Factor score.

- b) Development should result in enhancement of the hedgerow and existing trees which bound the sites. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken. A green corridor should be retained along the north of the Area A to maintain the continuous green network alongside the Oxford Golf Course and towards the Oriel College Sports Ground.
- c) There is potential to consolidate and share sports provision on Areas A and B and/or on the retained sports ground adjacent to Area A, as well as with the neighbouring Lincoln College Sports Ground site (**Policy SPE7**). If sports provision can be shared and still provide the same capacity to meet playing pitch needs, then a larger area of the site(s) could be developed. Contributions could be made to improving a local facility such that its capacity increase replaces what is lost on the site(s).

#### **Urban design & heritage**

- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area (**Policy HD3**).
- e) Proposals on both parts of the site should demonstrate a holistic approach to shared design, layout and materials to ensure that good placemaking is achieved. This should be informed by the character and materiality of the Conservation Area and the Edwardian and Victorian residential streets on the southern side of Barracks Lane should influence the design of new development (**Policy HD3**).
- f) The Crescent Road View Cone crosses the south of Area B; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by creating a graduation of height, lower on the southern edge and increasing in height towards the north, as well as appropriate massing and considering variations in roof forms. Gaps between buildings on Areas A and B should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the conservation area.
- g) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).
- h) The relationship between Areas A and B and the Lincoln College Sports Ground (**Policy SPE7**) and remaining sports uses on adjacent sites should be a consideration in future development proposals. Proposals should demonstrate that there would not be detrimental impacts arising from overshadowing/overbearing/overlooking of the sports pitch(es). Additionally, noise impacts from the surrounding recreational uses upon future occupiers of the development site should be mitigated.

#### **Movement & access**

- i) Walking, cycling, wheeling and vehicle access should be via the existing access off Herbert Close.
- j) Proposals which demonstrate low or car free schemes are encouraged. If graduate accommodation comes forward, then vehicle parking should only be available for servicing vehicles and disabled access.

## John Radcliffe Hospital



<b>Site area</b>	27.75ha
<b>Ward</b>	Headington Hill and Northway
<b>Landowner</b>	Oxford University Hospitals NHS Foundation Trust
<b>Current Use(s)</b>	Teaching Hospital
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	<p>Part of the site (eastern and southern) falls within the Old Headington Conservation Area, with most of the site directly adjacent to it. Grade II listed Manor House, annex and boundary wall within site boundary - notable views across the parkland to the Manor House are identified in the Conservation Area Appraisal. Other buildings onsite such as William Osler House are noted as positive buildings in the Conservation Area appraisal.</p> <p>There are many listed buildings and locally listed buildings adjacent in the Old Headington Conservation Area. The eastern part of the site has significant archaeological potential because it incorporates parts of the medieval village of Headington. Significant new development in undisturbed areas may require evaluation. While not within view cones, the site is very prominent in views across Oxford.</p>
<b>Notable ecological features</b>	Site contains many significant existing trees. Some of the trees are protected by their location within the Old Headington Conservation Area. The southern part of the site falls within an identified impact risk zone for the Lye Valley SSSI.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPE5: John Radcliffe Hospital

Planning permission will be granted for:

- Further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the John Radcliffe Hospital Site; and/or:

b) Other suitable uses which must have an operational link to the hospital and are:

- Employment uses;
- Patient hotel;
- Extra care accommodation, including elderly persons accommodation;
- Primary health care;
- Education;
- Academic institutional;
- Small scale retail units ancillary to the hospital;
- Employer-linked affordable housing;
- Student accommodation.

Other complementary uses will be considered on their merits.

Development of the site should be undertaken as part of a masterplan to ensure all land use issues including parking are considered in a comprehensive way to make the most efficient use of land.

#### **Open space, nature, flood risk**

- Development proposals must ensure that existing green infrastructure features on the site are protected and opportunities sought to enhance these. An Urban Greening Factor assessment will need to be produced and submitted. Planning permission will only be granted if an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets (**Policies G1, G2 and G3**).
- Existing onsite biodiversity should be retained, enhanced and integrated into development proposals (**Policies G2 and G4**).
- Existing drainage features such as the brook separating northern car parks should be maintained, enhanced and integrated into the landscape scheme, potentially creating wildlife corridors through the site (**Policy G8**).
- This site is within an area where development could exacerbate surface and/or foul water flooding. There is an opportunity to address excess of runoff at the John Radcliffe Hospital site by ensuring that any development at the site reduces rather than maintains existing levels. This could take the form of ponds, wetlands or an on-site attenuation feature. A drainage strategy will also need to be produced by the developer in liaison with the City Council, Thames Water and the Environment Agency, to establish the appropriate drainage mitigation measures for any development. Planning permission will only be granted if sufficient drainage mitigation measures are incorporated into the design of proposals (**Policy G7**).
- As the southern part of the site is located within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.

#### **Urban design & heritage**

- Development proposals must be designed with consideration of their impact on the Old Headington Conservation Area and views, particularly from the Boars Hill and Elsfield view cones, as well as on the listed buildings (**Policies HD3 and HD6**).
- For development of new hospital buildings, materials should be consistent with

townscape character and be modern in style and materials. Whilst a more contextual approach should be considered for development of residential, student residential or employer linked housing which would soften the impact of any new development and take inspiration from neighbouring areas. Material choice should not exacerbate the prominence of the hospital in views across the city or the view cones.

- h) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- i) Development proposals should demonstrate rationalisation of the existing parking on the site to ensure the most efficient use of land is made.
- j) Improvements to public transport, walking, cycling and wheeling access through the site will be required. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan. Development proposals must not prejudice bus access through the site, and new routes that effectively separate walking, cycling and wheeling from visitor or servicing traffic, will be encouraged. Additional access points to non-vehicular traffic onto the site will also be beneficial.

#### **Additional Requirements**

- k) As the site has a long-standing hospital use, with potential for some areas of land contamination, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## Land Surrounding St Clement's Church



<b>Site area</b>	2.31 ha
<b>Ward</b>	St Clement's
<b>Landowner</b>	Magdalen College
<b>Current Use(s)</b>	Greenfield with vacant ATC huts in south and bungalows and plant

	nursery in north.
<b>Flood zone</b>	Flood Zone 3a
<b>Notable heritage assets</b>	Site surrounds Grade II* listed St Clement's Church. Southern half of the site within South Park View Cone. Within St Clement's and Iffley Road Conservation Area and within setting of Headington Hill Conservation Area
<b>Notable ecological features</b>	The site is within the impact risk zone of New Marston Meadows SSSI. Part of the site is identified in the Local Nature Recovery Strategy (LNRS). Potential protected species including roosting bats, foraging and commuting bats, nesting birds, reptiles, water vole and otter
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPE6: Land surrounding St Clement's Church**

Planning permission will be granted for residential development and/ or student accommodation at the Land surrounding St Clement's Church site. The minimum number of dwellings to be delivered is 50 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Planning permission will also be granted for a children's nursery and a pavilion as complementary uses, and other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Due to the potential for various types of species to be present onsite, as well as indications of priority habitat being present, a biodiversity survey will be required to assess the ecological value of the site. Development proposals are expected to demonstrate how any harm to biodiversity on the site will be avoided, mitigated or compensated. The Cherwell is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination, and neither should the church or flightpaths if it supports roosting bats.
- d) At least a 10 metre buffer should be left between built development and the River Cherwell that adjoins the site.
- e) Public open space will be required onsite (**Policy G2**). On this site this is most likely to be suitable as a nature area of native and diverse planting in the south west corner where the site is narrow, there is some flood risk and where a buffer to the Cherwell is required.
- f) Habitats should be preserved and enhanced, retaining existing hedgerows and mature trees where possible. Mature trees to the west and north of the church, the tree and hedge-lines south of the church and along the Marston Road and the

- natural vegetation along the river should be maintained.
- g) Gardens with rich planting along boundaries should allow more diverse routes through the site for wildlife, connecting the river with neighbouring sites.
- h) Native hedgerow planting alongside the new homes should connect the river to west and the mature trees alongside the Marston Road to the east.
- i) A site-specific Flood Risk Assessment (FRA) should be carried out. A sequential approach should be taken to locating development on the site. Development should avoid the area of flood risk in the southwest of the site. A drainage strategy should be carried out to manage run-off arising from the development and ensure that surface water flood risk on and off the site is not increased. Infiltration SuDS may be challenging because of the geology of the site, but a geotechnical investigation may confirm this is viable in some parts of the site. Attenuated discharge may need to be considered as part of the FRA. (**Policy G7** and **Policy G8**).

#### **Urban design & heritage**

- j) Development proposals should be designed with consideration of their impacts on the significance of the heritage assets listed above (**Policy HD3**).
- k) The built form should be highly sympathetic to the sensitive setting, which will mean buildings should reflect the semi-rural character of the site and be relatively limited in height and massing so as not to dominate the church and in response to the surrounding character. For example, terraced or semi-detached housing with pitched roofs would reflect the local vernacular in the character area and should provide a sympathetic setting for the church. There would be an opportunity for larger plots to bookend rows or at junctions, giving variety to the roofscape.
- l) The narrow strip to the south of the church will need a bespoke design and there are a number of key considerations. Heights should drop towards the Cherwell, to be sympathetic to the relatively rural setting of the river. The green screening of the church should be retained. The impacts on the adjoining homes to the south will need to be considered carefully, avoiding direct over-looking into windows.
- m) There is a clear visual relationship between the river and its meadows, the church and the green slope of Headington Hill, with views from the church across the Cherwell and towards Magdalen College, and these should be referenced in new development.
- n) Buildings should be arranged in a way that maintains the openness of the riverside setting, that does not compete with the Grade II\* listed St. Clement's Church, and that maintains the hedge and treeline on the Marston Road and the avenue of trees south of the church that screen it and contribute strongly to the character of its setting (**Policy HD3**).

#### **Movement & access**

- o) One main entrance would allow a highways compliant design while minimising the loss of hedgerow on Marston Road. This being sited towards the north of the site avoids the more sensitive area around the church. The existing access to the bungalows could become the main access.
- p) A separate vehicle entrance to the south, where there is existing access to the ATC huts, is likely to be needed to service any development in this southern part of the site, but the impact on the setting of the church must be considered. The shorter, further south and more rural in character the access is the less likely it is to detract from the setting.
- q) There is a network of paths and bridges at the northwest corner of the site, in the private ownership of Magdalen College. Opportunities to open these up for public access should be considered. A potential additional walking and wheeling link across the river would help linkages.
- r) Walking, cycling and wheeling connections within the site should link the southern

to the northern part of the site.

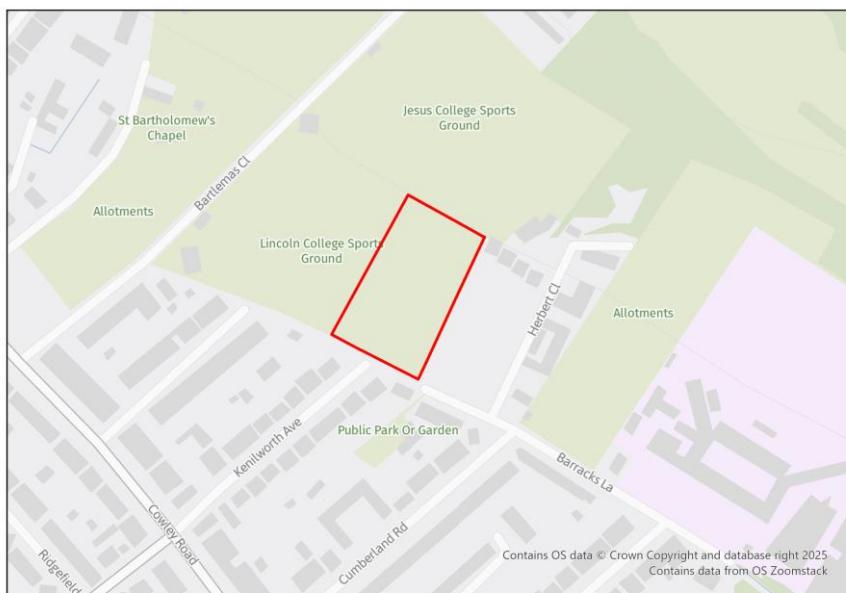
s) Parking should be kept in the public realm where possible and could be located close to the Marston Road, allowing the development to be more focused on walking, cycling and wheeling within the site.

#### Additional requirements

t) The River Cherwell is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination as a result of any proposed development. If St Clement's Church has the potential to support roosting bats, neither the church nor flightpaths to and from it should be subject to illumination either. A lighting strategy should be submitted in support of any planning application, setting out the lighting associated with the proposed development. This will need to account for both internal and external lighting.

u) Development proposals should include an acoustic design statement to be submitted in compliance with **Policy R8** as this site is part of an area which is subject to significant environmental noise from traffic on the surrounding roads.

### Lincoln College Sports Ground



<b>Site area</b>	0.8ha
<b>Ward</b>	Donnington
<b>Landowner</b>	Lincoln College
<b>Current Use(s)</b>	Sports field
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Within the Bartlemas historic hamlet. Adjacent to Bartlemas Conservation Area and within the setting of: Grade 2* listed Bartlemas Farm House, Grade 2* listed Bartlemas House, Grade 1 listed St Bartholomew Chapel. The Crescent Road View Cone falls across the southern portion of the site.
<b>Notable</b>	Forms part of the Green Infrastructure (GI) Network as supporting

<b>ecological features</b>	infrastructure.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPE7: Lincoln College Sports Ground**

Planning permission will be granted for residential development (including graduate accommodation) at Lincoln College Sports Ground.

The minimum number of dwellings to be delivered is 24 (or, if delivered as non-self-contained student accommodation, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) The entirety of the site has been identified as supporting green infrastructure (**Policy G1**) so enhancement of remaining GI will be required to mitigate loss. This enhancement could be addressed in different ways, such as through qualitative improvements to remaining on-site, and adjacent, areas of open space by improving the functionality of these spaces in terms of wider benefits they provide people and species. These actions would also contribute to retaining the current Urban Greening Factor score.
- b) Development should result in enhancement of the hedgerow and existing trees which bound the site. Existing trees should be retained as much as possible. The opportunity to enhance existing wildlife corridors and ecological habitats with enhanced planting, screening and landscaping should be taken.
- c) There is potential to consolidate and share sports provision with the neighbouring Jesus College Sports Area (**Policy SPE4**). If sports provision can be shared and still provide the same capacity to meet playing pitch needs, then a larger area of the site(s) could be developed. Contributions could be made to improving a local facility such that its capacity increase replaces what is lost on the site(s).

### **Urban design & heritage**

- d) Landscape design should be a fundamental consideration at the earliest design stage, to enhance the contribution that existing trees and hedgerows make to the rural setting of the Bartlemas settlement, listed buildings, and the Bartlemas Conservation Area. Proposals should be informed by the character and materiality of the Bartlemas Conservation Area and the Edwardian and Victorian residential streets on the southern side of Barracks Lane should influence the design of new development (**Policy HD3**).
- e) The Crescent Road View Cone crosses the south of the site; proposals should be designed in a way that responds to this protected view (**Policy HD6**). This could be achieved by creating a graduation of height, lower on the southern edge and increasing in height towards the north, as well as appropriate massing and considering variations in roof forms. Gaps between buildings should be sufficient to retain the sense of openness and views of the green backdrop which enhance the setting of the Conservation Area (**Policy HD3**).
- f) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).
- g) The relationship between the site and sites A and B on the Jesus College Sports Area (**Policy SPE4**), and remaining sports uses on adjacent sites, should be a consideration in future development proposals. Proposals should demonstrate that there would not be detrimental impacts arising from overshadowing/overbearing/overlooking of the sports pitch(s). Additionally, noise impacts from the surrounding recreational uses upon future occupiers of the development site

should be mitigated.

#### **Movement & access**

- h) Walk, cycle, wheel and vehicle access should be via the existing access off Bartlemas Close unless it can be adequately demonstrated that suitable access would be possible via Herbert Close and/or Barracks Lane.
- i) Proposals which demonstrate low or car free schemes are encouraged. If graduate accommodation comes forward, then vehicle parking should only be available for servicing vehicles and disabled access.

## **Manzil Way Resource Centre**



<b>Site area</b>	0.75ha
<b>Ward</b>	St Clement's
<b>Landowner</b>	Oxford Health NHS Foundation Trust
<b>Current Use(s)</b>	Administrative, part of the site also subleased to Restore (garden and cafe).
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Bartlemas Conservation Area is located to the east. Most of site within the Crescent Road View Cone. There is potential for Roman pottery as previously found near Cowley Road hospital.
<b>Notable ecological features</b>	Potential protected species constraints including bats, great crested newts and hedgehogs.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### **Policy SPE8: Manzil Way Resource Centre**

Planning permission will be granted for improved healthcare facilities and associated administration and/or residential development, including employer-linked affordable

housing and/or student accommodation at the Manzil Way Resource Centre site. Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- a) Development proposals should include urban greening on the site seeking opportunities to introduce more tree and shrub planting. Existing hedgerows and mature trees along the sites boundaries should be retained where possible (**Policy G1**).
- b) Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species (e.g. bats/breeding birds).

#### **Urban design & heritage**

- c) Development proposals should respond to the opportunities of the adjoining Manzil Gardens public open space and also support enhancements to Manzil Way to become a high quality spine from which numerous community-focussed buildings are accessed (the health centre, Mosque and Asian Culture Centre, and the community garden cafe) (**Policy G1**).
- d) The southern part of the site lies within the Crescent Road view cone. Proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- e) The impacts of any development proposals on the adjoining residential development to the east of the site will need to be considered.
- f) Proposals should take into consideration the potential for archaeological assets, ensuring they are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- g) The existing accesses to the site should be retained with internal circulation designed to avoid conflict of movements between different modes (**Policy C6**).
- h) Development proposals should demonstrate how the development enables access by active modes of travel such as walking, wheeling and cycling (**Policy C6**).
- i) Given the location in the district centre and within a CPZ any additional residential development should be low car (**Policy C8**).
- j) Non-residential development should attempt to reduce parking and should have no more parking than is necessary to serve the development.

#### **Additional Requirements**

- k) As the site has a long-standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **Marston Paddock Extension**



<b>Site area</b>	0.51
<b>Ward</b>	Marston
<b>Landowner</b>	Lucy Developments Ltd
<b>Current Use(s)</b>	Vacant farmhouse and curtilage including outbuildings
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Within Old Marston Conservation Area
<b>Notable ecological features</b>	Trees around boundaries. Recently cleared area in the northeast part of the site means the biodiversity value would have been greater than currently and the baseline will need to reflect that prior to the intervention.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### **Policy SPE9: Marston Paddock Extension**

Planning permission will be granted for residential development at the Marston Paddock Extension site. The minimum number of homes to be delivered is 20. Other complementary uses will be considered on their merits.

**(Policy H2)** As this is a site released from Green Belt through the local plan process, it should deliver 50% affordable housing in accordance with Policy H2, and deliver improvements to accessible green space.

#### **Open space, nature, flood risk**

- Green amenity space with rich planting should help maintain green links through the site.
- The hedge/tree lines on the northern, southern and eastern boundaries should be retained and enhanced, for example with native tree planting.
- Biodiversity surveys are likely to be required and mitigation may be needed for any protected species.
- The biodiversity baseline will need to reflect the scrub/grassland in place prior to the land clearance that has recently occurred.

#### **Urban design & heritage**

- Development proposals should be designed with consideration for their impacts on

the Old Marston Conservation Area (**Policy HD3**).

- f) The development should respond carefully to surrounding residential development. Sufficient buffering and screening will be needed along the northern boundary, to avoid harm.
- g) Development should be set back from Butts Lane, to help reduce impact on the character of the conservation area.
- h) Public realm should retain a green and rural character with a feeling of openness.
- i) A variety of styles and materials should be used, as uniformity would undermine the character of the area.
- j) The nature of the conservation area means that only relatively low density and low height built form is likely to be appropriate

#### **Movement & access**

- k) Access arrangements should be shown not to be detrimental to highway safety.
- l) It should be demonstrated how access by public transport, walking, wheeling and cycling will be supported.

#### **Additional requirements**

- m) Depending on the nature of proposals, a full contamination risk assessment may be required to quantify contamination risks and determine what remedial treatment actions are required.

## Nuffield Orthopaedic Centre (NOC)



<b>Site area</b>	8.38ha
<b>Ward</b>	Headington
<b>Landowner</b>	Oxford University Hospital NHS Foundation Trust
<b>Current Use(s)</b>	Healthcare and Medical Research
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	All Saints Vicarage outside the site on the SW corner is on the Oxford Heritage Asset Register (OHAR). Site has potential for archaeological interest as Roman remains have been found in the area.

<b>Notable ecological features</b>	Rock Edge geological SSSI situated on Windmill Road adjacent to the site. The site lies within identified impact risk zones for the Lye Valley SSSI which is located within 350m of the site.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## **Policy SPE10: Nuffield Orthopaedic Centre**

Planning permission will be granted for further healthcare facilities and medical research including staff and patient facilities at the Nuffield Orthopaedic Centre. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) Habitats should be preserved and enhanced, retaining existing hedgerows and mature trees where possible.
- b) There are significant existing trees scattered within the site and along the boundaries of Old Road and Windmill Road which are important to public amenity in the area and will provide valuable ecosystem services. Therefore, retention and enhancement of the supporting green infrastructure will be required (**Policies G1, G2, G3**). This enhancement could be achieved by increasing both the amount, and diversity, of landscaping and ensuring that development considers how different parts of the site may hold opportunities for ecological connectivity in the wider landscape. Opportunities should be sought to repurpose the existing hard surfaces for other uses including GI and amenity uses, or to create connections between the site and landscape beyond, or green corridors/routes through the site.
- c) As the site is located within identified impact risk zones for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.
- d) As the site is adjacent to the Rock Edge SSSI a buffer zone will be required during the construction phase to ensure SSSI land is not disturbed.
- e) Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss to these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

### **Urban design & heritage**

- f) There may be potential for infill development of repurposed surface level parking areas and redevelopment of the existing low-density buildings in the South-Western part of the site.
- g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

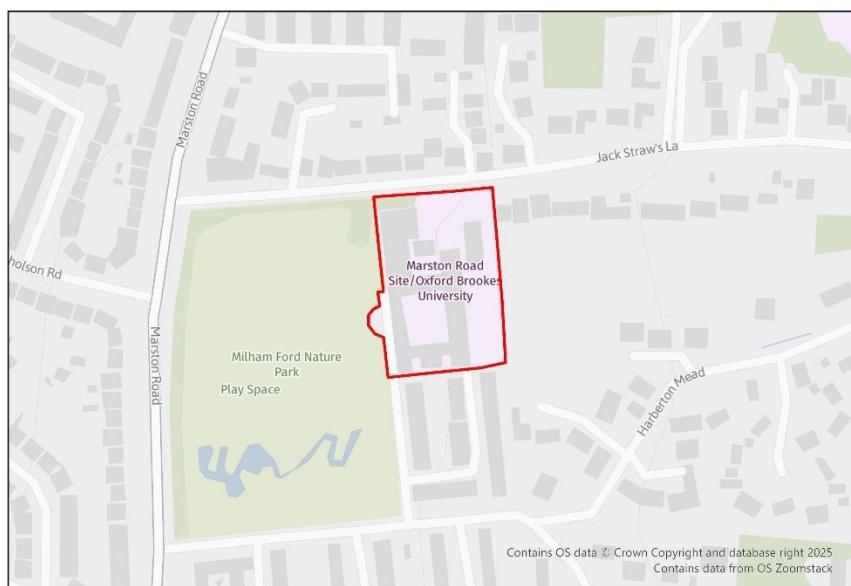
#### **Movement & access**

- h) Proposals should seek to consolidate car parking, where possible, to make the most efficient use of land and take opportunities to reduce the amount of hard surfacing in favour of increased landscaping or other forms of GI.
- i) Development proposals should demonstrate how improvements to public transport, walking, cycling and wheeling access through the site, as well as additional access points to non-vehicular traffic have been incorporated. These measures should be set out within a transport assessment and travel plan and reflected in an agreed masterplan.

#### **Additional Requirements**

- j) As the site has a long-standing hospital use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## **Oxford Brookes Marston Road Campus**



<b>Site area</b>	1.18 ha
<b>Ward</b>	Headington Hill & Northway
<b>Landowner</b>	Oxford Brookes University
<b>Current Use(s)</b>	Higher Education Facilities
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	The site sits just to the south of the Doris Field Memorial Park view cone which begins a short way to the north east and looks south west. Directly adjacent to Headington Hill Conservation Area. Former Milham Ford School Building has been included on the Oxford Heritage Asset Register (OHAR)
<b>Notable ecological features</b>	Milham Ford Nature Park, which lies directly adjacent and forms the eastern boundary of the site, and the internal quad formed within Milham Ford School grounds are both designated as Local Wildlife Sites. The site is within the impact risk zone of New Marston Meadows

	SSSI.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## **Policy SPE11: Oxford Brookes Marston Road Campus**

Planning permission will be granted for residential development, with the minimum number of 42 dwellings delivered (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

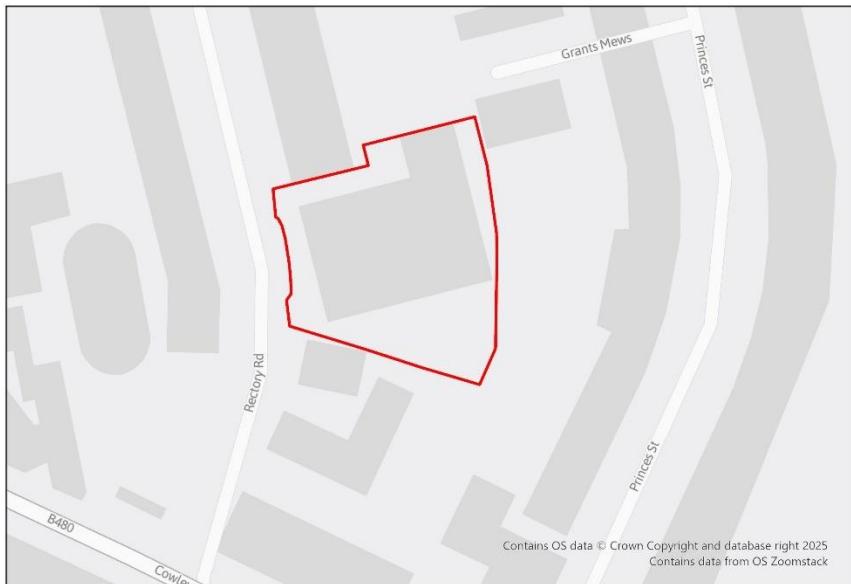
- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) The main Milham Ford Nature Park should be excluded from any development area, and the designated internal quad should be retained (**Policy G6**).
- c) Development proposals should seek to enhance and connect the existing green infrastructure, specifically between the Milham Ford Nature Park, inner quad and the surrounding GI network (**Policies G1 and G2**).
- d) The tree lines on the perimeter are well-established. They provide amenity for the residential neighbours and for occupiers of the site and should be retained where possible.
- e) Proposals for the site, regardless of the development options, should include more natural features and surface cover types to enhance the Urban Greening Factor score for the site (**Policy G3**), the policy requirements for which will require an uplift from existing levels regardless of the use.

### **Urban design & heritage**

- f) Proposals on this site should respond positively to the directly adjacent Headington Hill Conservation Area context (**Policy HD3**).
- g) Design proposals should acknowledge the Milham Ford School buildings status as a local landmark in a historic, social and physical sense. The OHAR designation report highlights the elements that are distinctive to the building and its significance.
- h) Reuse of the original building fabric is encouraged where this is feasible, not only to respect the local historic significance of the site but also for sustainability reasons. Because of the designation of the inner quad as a Local Wildlife Site, it should be retained as open natural space even if wholesale redevelopment of the site is the chosen option.

### **Movement & access**

- i) Proposals should explore opportunities to improve non-vehicular movement through the site, particularly from north to south. Car free and low car development proposals will be strongly supported.



<b>Site area</b>	0.21ha
<b>Ward</b>	St Clement's
<b>Landowner</b>	Oxford Health NHS Foundation Trust
<b>Current Use(s)</b>	Healthcare
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site is within Crescent Road View Cone.
<b>Notable ecological features</b>	There is limited natural vegetation on the site as it is mainly a developed area, though there is a single established tree within the site boundary, which is adjacent to a cluster of trees to the east.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### **Policy SPE12: Rectory Centre**

Planning permission will be granted for improved health-care facilities, associated administration and/or residential development, which may include student accommodation. For a residential scheme, the minimum number of homes to be delivered is 21 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

Development of this site for residential use would lead to the loss of community facilities, so these should be re-provided elsewhere, in accordance with **(Policy C3)**, which may be through consolidation onto other healthcare sites.

#### **Open space, nature, flood risk**

- Most of the site is made up of hard surfaces either from tarmac or building roofs with little vegetation or permeable surfaces present so there is an opportunity to increase the amount of green infrastructure on site. This could be achieved by implementing elements of smaller and individual green features as part of gardens, as well as around boundaries, which should be implemented to complement any residential development which will in turn create a more pleasant living environment for residents.
- Preliminary analysis suggests that the limited presence of green infrastructure

features on the site currently means it is likely to score below the minimum thresholds for green surface cover as required by Policy G3. As such, proposals will need to ensure that an appropriate proportion of green features are incorporated into the design of development to meet the minimum targets set out in the policy, demonstrated through submission of the Urban Greening Factor assessment.

#### **Urban design & heritage**

- c) The site lies within the Crescent Road View Cone; proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- d) Any development should respond to both the character of the Victorian suburb and the vibrant Cowley Road District Centre.

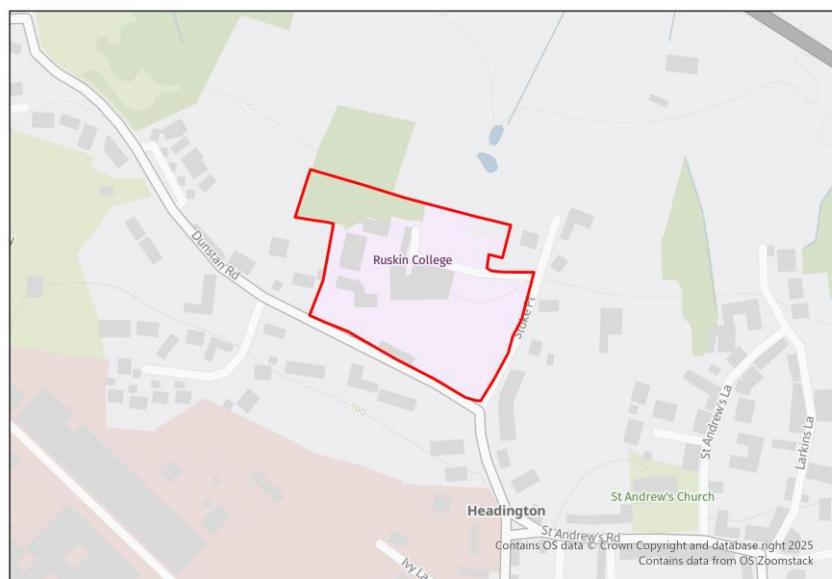
#### **Movement & access**

- e) The constrained nature of the site means that the site is only accessible via Rectory Road from the west. The site should be easily navigable for residents, although applicants will be expected to demonstrate how the development improves connectivity to support walking, cycling and wheeling.

#### **Additional Requirements**

- f) The site has potential contamination so a site investigation will be required, and remedial works are likely to be necessary to be undertaken (**Policy R7**).

## Ruskin Campus



<b>Site area</b>	1.86ha
<b>Ward</b>	Headington
<b>Landowner</b>	University of West London (UWL)
<b>Current Use(s)</b>	University campus site
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site is entirely within the Old Headington Conservation Area. The Rookery (Grade II listed) is within the site and there is a Grade II

	listed wall on the edge of the site (Walls of Walled Garden at Ruskin College). The site is close to a number of other listed buildings: Stoke House, Grade II listed, 8 Dunstan Road, Grade II listed, The Manor Farmhouse and Garden Wall of Manor Farmhouse, both Grade II, Church of St Andrew, Grade II*. Evidence of Iron Age activity and Roman pottery production has been recorded.
<b>Notable ecological features</b>	Potential for protected species constraints within the site may include roosting bats, nesting birds, reptiles and amphibians.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### **Policy SPE13: Ruskin Campus**

Planning permission will be granted for academic institutional uses (subject to **Policy H9**), student accommodation and residential development, including student accommodation and employer-linked housing). The minimum number of dwellings (net gain) to be delivered is 30 (or, if delivered as self-contained student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- a) Trees and hedges at the edges of the site provide a rural character and should be retained.
- b) Trees of the greatest value and quality should be retained and other trees within the site should be protected where possible, and if their loss is justified it must be compensated for within the development, with new native hedge and tree planting to connect existing trees and hedgerows.
- c) Detailed biodiversity surveys may be required, depending on the nature of the proposals, to ascertain what protected species are present and any mitigations that may be needed.
- d) There should be no overall loss of sports provision as a result of any proposals.
- e) Due to the site's proximity to recorded peat reserves associated with Dunstan Park, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

#### **Urban design & heritage**

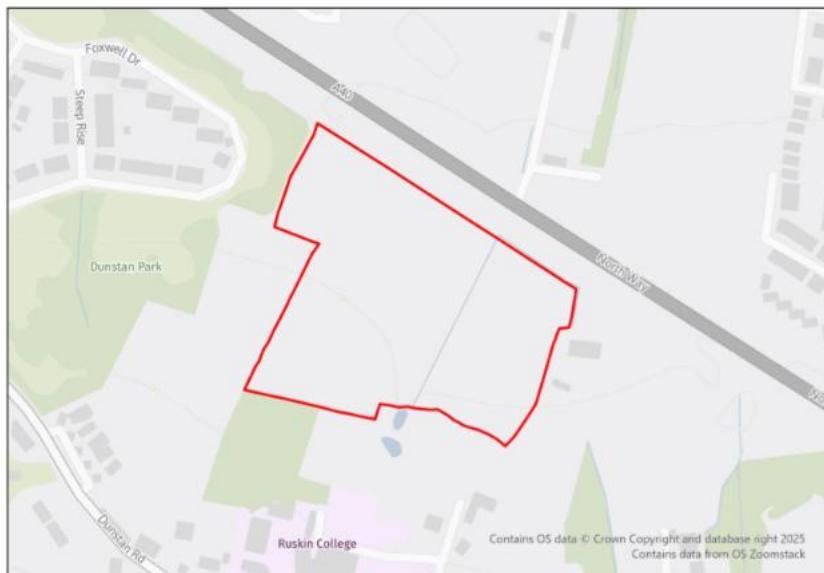
- f) Development proposals must be designed with consideration for their impact on the Old Headington Conservation Area (**Policy HD3**).
- g) Retention of the significant green features within the site is important to retain the semi-rural feel of the conservation area and links to green spaces beyond the site.
- h) Development should be sensitive to the setting of the listed buildings within the site and nearby (**Policy HD3**).
- i) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- j) Existing access to the site from Dunstan Road should remain as the access to the site.

k) Opportunities should be taken to enhance walk, cycle and wheel links into the site and circulation around the site.

## Ruskin Field



<b>Site area</b>	3.51ha
<b>Ward</b>	Headington
<b>Landowner</b>	University of West London (UWL)
<b>Current Use(s)</b>	Greenfield vacant land with GI function
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site is entirely within the Old Headington Conservation Area and as a vestige of the rural landscape, the site makes an important contribution to the character, appearance and significance. There is a Grade II listed wall on the edge of the site. The site lies within the settings of a number of other listed buildings: The Rookery, Stoke House, 8 Dunstan Road, The Manor Farmhouse and Garden Wall of Manor Farmhouse, all Grade II listed and Church of St Andrew, Grade II* listed. The site is not within a view cone but there is potential for it to impact views from the Elsfield View Cone. Evidence of Iron Age activity and Roman pottery production has been recorded from the adjacent college campus site, so it has archaeological potential.
<b>Notable ecological features</b>	Potential for nature conservation interest. The site consists of a series of neutral grassland fields. They appear semi-improved ranging from species-poor to moderately species-rich (semi-improved – good). There is a pond in the southern part of the site. Some of the boundary hedges are wide and dense and likely to have value to birds. Potential protected species constraints include roosting bats, foraging and commuting bats, breeding birds, reptiles, amphibians and invertebrates.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPE14: Ruskin Field**

Planning permission will be granted for residential development, which may include employer-linked affordable housing or student accommodation. The minimum number of dwellings to be delivered is 28 (or, if delivered as self-contained student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) The green character of the site is important to the setting of the Old Headington Conservation Area. The hedgerows and treelines are likely to have ecological value. For this reason, trees and hedgerows at the boundaries of the site and running through the site should be retained as far as possible, and opportunities taken for enhancement.
- b) New native hedge and tree planting should connect existing trees and hedgerows.
- c) Gardens and amenity spaces will need to have rich planting along boundaries to allow more diverse networks through the site for wildlife.
- d) The southern part of the site should be kept as open space, with opportunities taken for enhancement, particularly of any wetland features, and/or extension of the deciduous woodland priority habitat to the south.
- e) Detailed biodiversity surveys will be required at the right times of year to ascertain which if any protected species are present and any mitigations that may be needed.
- f) Due to the site's proximity to recorded peat reserves associated with Dunstan Park, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

### **Urban design & heritage**

- g) Significant green features should be incorporated to retain the function of the site as one of the few vestiges of the rural character of the conservation area, important to its setting and understanding its history.
- h) Buildings should be carefully placed to retain important views across the site and visual link with rural hills beyond, e.g. the important view from Stoke Place across the site to Elsfield (**Policy HD6**).
- i) Built development should avoid the southern part of the site where there is a pond with potential for wetland species, and a greater potential for peat deposits. This area should be used for enhancements to biodiversity and green infrastructure.
- j) Development should be kept low to reflect the rural character and role of the site in linking the conservation area to its more rural origins.
- k) Development must be accompanied by a Landscape Visual Impact Assessment to demonstrate impacts.
- l) Development should be sensitive to the setting of the listed buildings nearby (**Policy HD3**).
- m) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

### **Movement & access**

- n) Foxwell Drive is likely to provide the only option for vehicular access.
- o) Stoke Place is not suitable for providing vehicular access, but access to it for walkers, cyclists and wheelers should be considered in order to ensure

permeability.

#### Additional Requirements

p) Due to potential impacts of noise and other pollutants from traffic on the A40, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**).

### Slade House



<b>Site area</b>	1.21ha
<b>Ward</b>	Lye Valley
<b>Landowner</b>	Oxford Health NHS Foundation Trust
<b>Current Use(s)</b>	Children's Mental Health Services
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Parliamentarian siege line may cross through this plot. May require evaluation depending on building footprint.
<b>Notable ecological features</b>	Site is located within the impact risk zone of the Brasenose Wood and Shotover Hill SSSI which is sensitive to recreational pressure. It is also partially within the impact risk zone of the Lye Valley SSSI, which lies to the west of the site.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

#### Policy SPE15: Slade House

Planning permission will be granted at the Slade House site for improved health-care facilities, associated administration, employment-generating use (of no bigger area than that present on the site at the time of adoption of the Plan), and/or residential development, including employer-linked affordable housing. Other

complementary uses will be considered on their merits, including academic institutional and education uses.

#### **Open space, nature, flood risk**

- a) A Tree Protection Order applies across the whole site, meaning the design of any redevelopment should be led by the presence of the trees on the site and be prepared in a way that these would be retained (**Policy G1**).
- b) Any new development to be arranged in a way that is sympathetic to the existing trees and green spaces and could utilise/or even enhance these to its benefit, maintaining a more natural and pleasant environment for potential residents.
- c) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly.
- d) Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G7**).
- e) Planning permission will only be granted if it can be demonstrated that there would be no adverse impact on the integrity of the Brasenose and Shotover Park SSSI. Development proposals must be accompanied by an assessment of potential recreational pressure on the SSSI that may arise from increased numbers of visitors, along with plans to mitigate this impact as necessary (**Policy G6**).
- f) As the site is located partially within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Where layout of new development is unable to avoid the risk zone to the west of the site, proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note. This may require additional supporting evidence in the form of a drainage strategy and/or hydrogeological impact assessment.

#### **Urban design and heritage**

- g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).
- h) Opportunities for densification should be taken, for example by redeveloping areas of unused hard standing, and replacement of the lower-storey buildings.
- i) The impact on surrounding residential areas should be considered, with greater potential for height to the west and south, with greater height adjacent to the road, transitioning down to a residential scale at the back.
- j) Consideration should be given to arranging rooftops to have a pitch and style that mirrors the surrounding buildings as well as those on the site may help to fit in with the local vernacular.

#### **Movement & access**

- k) Applicants will also be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport, including access into and through the site for walkers, cyclists and wheelers (**Policy C6**).

#### **Additional requirements**

- I) Due to potential impacts of noise and other pollutants from traffic on the Eastern bypass, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policies R4 and R8**)
- m) As the site has a long standing healthcare use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## Thornhill Park (phase 2)



<b>Site area</b>	3.39ha
<b>Ward</b>	Quarry and Risinghurst
<b>Landowner</b>	Shaviram Group
<b>Current Use(s)</b>	Residential, car parking and a sports ground.
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	N/A
<b>Notable ecological features</b>	<p>Previous ecological assessments indicate the site is comprised of species-poor grassland, scattered trees, scrub, and developed land. It contains a medium population of great crested newt (GCN) and multiple bat roosts. Other potential protected species constraints include reptiles, nesting birds, and badgers. The site is not designated for its nature conservation value. However, it is located in close proximity to the CS Lewis Nature Reserve.</p> <p>The site contains significant existing trees around the boundaries and scattered within the site which are important to public amenity in the area and will provide valuable ecosystem services. All trees within the site are protected by the OCC - London Road (No.1) TPO, 1994.</p> <p>Existing trees will influence developable area of site and its capacity. Part of this site is in the Local Nature Recovery Strategy (LNRS).</p>

<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.
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## Policy SPE16: Thornhill Park (phase 2)

Planning permission will be granted for a residential-led mixed use redevelopment on the remainder of the Thornhill Park site, which should include some employment use (offices Class E). Other complementary uses will be considered on their merits and could include a café, restaurant, gym, hotel. The minimum number of new homes to be delivered is 170. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) Proposals for development should be informed by an updated ecological assessment in relation to biodiversity and to consider potential for known species of interest (great crested newts and bats) as well as potential for other species including reptiles, nesting birds and badgers. Recreational impacts on the CS Lewis Nature Reserve should be assessed and mitigation measures included, if necessary (**Policy G6**).
- b) Opportunities exist to reduce the overall amount of hard surfacing in favour of increased natural landscaping. Existing mature trees should be retained where possible as with other high-quality GI in order to preserve the Urban Greening Factor score. Layout should incorporate a network of amenity spaces such as pocket parks, or other forms of GI that provide linear connections across the site particularly where this can assist with movement of wildlife.
- c) A minimum of 10% public open space will be required onsite (**Policy G2**).
- d) The existing pavilion is 25 years old and at the end of its lifespan, unable to comfortably accommodate the needs. The loss is considered acceptable provided a contribution is made towards a replacement pavilion as set out in the previous planning permission.
- e) Southeast section of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

### Urban design & heritage

- f) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- g) New development should respect design sensitivities particularly in the southern part of the site which is likely to have a visual impact on the countryside (**Policy HD1**).

### Movement & access

- h) Walking, cycling and wheeling should be promoted in this site and opportunities taken to improve connectivity from the site through to neighbouring areas.
- i) The site is in an air quality hot spot area. Development proposals should demonstrate compliance with **Policy R4** by ensuring that all necessary mitigation measures against poor air quality have been incorporated during the construction and operational phases and ensuring that any potential negative air quality impacts are adequately mitigated on an ongoing basis, within and surrounding the site.

- j) Extensive site investigation works have been completed over parts of the site already, however a contamination investigation would be required in other areas due to its previous use and potential contamination risks, and an application should demonstrate how contamination issues will be resolved (**Policy R5**).
- k) Development proposals should include an acoustic design statement in compliance with **Policy R8** as this site is part of an area which is subject to significant environmental noise from the traffic on the A40.

Additional requirements

- l) There is the potential for land contamination on the site due to previous uses, and as a result proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- m) Due to potential impacts of noise and other pollutants from the site's proximity to the A40, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors (**Policy R4 and R8**).

## Union Street Car Park



<b>Site area</b>	0.24 ha
<b>Ward</b>	St Clement's
<b>Landowner</b>	Oxford City Council
<b>Current Use(s)</b>	City council owned car park
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	No designated buildings, spaces or structures on site. Site is within the Crescent Hall View Cone.
<b>Notable ecological features</b>	Mature trees line Collins Street.

<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.
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## Policy SPE17: Union Street Car Park

Planning permission will be granted for student accommodation or residential led mixed use development on this site. The minimum number of dwellings to be delivered is 15 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) Established natural features on the site and in its immediate vicinity including the mature trees lining Collins Street, should be retained and a setback maintained to allow for greatest access to their amenity. Integrating natural features including trees, along the frontages of Union and Chapel Streets should be explored. Alternative opportunities should be explored for integrating elements such as green roofs, green walls, roof gardens etc into any schemes (**Policy G3**).

### Urban design & heritage

- b) Setbacks and boundary treatments need to be carefully considered to create an attractive frontage that is active, is suitably overlooked and which does not have an adverse impact on the amenity of occupiers of onsite development, neighbours and users of the paths (**Policy HD8**).
- c) Block layouts and massing should be carefully considered to avoid being overbearing to sensitive adjoining uses, particularly the primary school opposite.
- d) The height, massing and roofscape of proposals should be designed with consideration of their impacts of protected views (including the Crescent Hall View Cone) and the visual streetscape of the local area (**Policy HD6**).

### Movement & access

- e) Car parking spaces should be retained to a level at which the City Council considers is reasonable to serve and safeguard the vitality of the district centre. Supporting information justifying the proposed level of car parking spaces should accompany any application. The retained car parking could be in a different form such as beneath ground level (undercroft), decking or surface level with buildings above.
- f) Because the site is in a highly sustainable location it is expected that any development will be low car i.e. no parking provision allocated onsite for occupiers of the development.
- g) Permeability of the site to walkers and wheelers should be enhanced to improve access to amenities on Cowley Road (**Policy C6**).

### Additional requirements

- h) There is the potential for land contamination on the site due to previous uses, and as a result proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).



<b>Site area</b>	8.67 ha
<b>Ward</b>	Churchill
<b>Landowner</b>	Oxford Health NHS Foundation Trust
<b>Current Use(s)</b>	Hospital, research, playing fields
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Adjacent to the Headington Hill Conservation Area. Listed buildings onsite include the Warneford Hospital; Nurses Home; Chapel; Mortuary; lodge and front garden area wall and gate piers at entrance; stone in Warneford lane opposite entrance (all Grade II listed). The Grade II Barn at Cheney Farm is located just over the Warneford Road to the north west. Oxford Heritage Asset Register includes Warneford Meadow and Orchard OCWS, which is adjacent to site. Archaeological potential onsite includes Roman remains. A historic bund which runs along the boundary and into the site also has heritage value.
<b>Notable ecological features</b>	The site lies within an impact risk zone for the Lye Valley SSSI which lies to the east. Warneford Meadow and Orchard OCWS is directly adjacent to site on the southeast boundary, with Boundary Brook Corridor - Mileway Gardens OCWS also close by (to the east). The site contains large mature trees (some of which are protected with TPOs) and areas of priority habitat woodland. Part of this site is in Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

### Policy SPE18: Warneford Hospital

Planning permission will be granted for healthcare facilities and related uses at Warneford Hospital, including any of the following complementary uses:

- extra care accommodation;
- residential development, including employer-linked affordable housing and

- student accommodation;
- employment and research that has a link to healthcare;
- additional academic institutional and education uses subject to compliance with relevant local plan policies.
- Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees (some of which are protected with TPOs); boundary features that help preserve amenity; and areas of priority habitat woodland present on the site. The loss of the former sports facility is considered justified only due to the need for and benefits of new hospital development.
- In order to retain the existing Urban Greening Factor score, any losses in green features should be compensated for. Losses of open space identified as supporting green infrastructure (**Policy G1**) will also need to be mitigated through enhancement of remaining GI. These requirements could be met in different ways, such as through enhancement of remaining areas of amenity grassland, additional planting such as new trees that can enhance canopy cover and the setting of the listed buildings, or improvements in linkages to nearby habitat, as well as new habitat creation.
- The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider potential for impacts on the adjacent Oxford City Wildlife Site and be designed in a way that avoids negative impacts for the species and habitats, which could include setbacks or buffers, as well as careful design of new lighting.
- As the site is located within an identified impact risk zone for the Lye Valley SSSI, new development could have impacts on the functioning of this sensitive ecological site, particularly where it causes changes in surface water or groundwater conditions. Planning permission will only be granted if it can be demonstrated that there would be no adverse impact upon the Lye Valley SSSI (**Policy G6**), including through impacts on surface or groundwater flows and quality, as well as groundwater recharge. Proposals should be designed to satisfy the applicable tests identified for the relevant impact risk zones set out in the Lye Valley Hydrogeological Impact Assessment report and accompanying Technical Advice Note, this may require additional supporting evidence in the form of a drainage strategy.
- A narrow strip of land along southeast boundary, adjacent to Warneford Meadow and Orchard OCWS is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- Due to the site's proximity to recorded peat reserves associated with the Lye Valley, and the potential for further deposits in the area, any development on currently undeveloped parts of the site will only be permitted where it can be demonstrated that there will be no harm or loss of these deposits (**Policy R6**). Where there is the potential for harm to peat reserves, site layout should be designed accordingly to protect and mitigate any harm to identified peat deposits on the site.

#### **Urban design & heritage**

- g) Redevelopment of the site offers a valuable opportunity to enhance mental healthcare provision and associated research, whilst addressing previous piecemeal development of parts of the hospital complex, bringing about improvements in site layout and the setting of listed buildings on the site. Developers are encouraged to follow a coordinated masterplan approach for the site to encourage holistic development and maximise opportunities to improve efficient use of land; layout and connections through the site that prioritise walkers, cyclists and wheelers; and enhance the historic character and setting of the listed buildings.
- h) The relatively elevated nature of the site means that it also has some sensitivity in terms of impact of new development on the surrounding area. New buildings should therefore be of an appropriate height, scale and massing that responds to this wider context, with plots being arranged in a way that seeks to avoid further loss of the open character of the site such as by incorporating green gaps between them.
- i) As identified above, there are various designated heritage assets on the site or close by and proposals should be informed by an appropriate assessment and strategy that responds to these. In particular, proposals should be designed in a way that preserves and enhances the significance of the listed buildings (including their setting); as well as the broader landscape and adjoining Headington Hill Conservation Area. This could be done in various ways, such as by selecting materials that take inspiration from the adjacent Conservation Area or the existing Listed Buildings on the site; or by ensuring new buildings located close to designated assets are positioned sensitively (**Policy HD3**).
- j) There is also the potential presence of archaeological assets on the site including Roman remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- k) The potential for impacts on the sensitive heritage features along the boundary including the listed wall, gate piers and historic bund will need to be addressed if new access points are proposed into the site. Applicants will also be expected to demonstrate how the development mitigates against traffic impacts and maximises opportunities for access to the site by alternative means of transport, including access into and through the site for walkers, cyclists and wheelers.
- l) Redevelopment of the site offers the opportunity to consolidate car parking and reduce the car-dominated feeling of the grounds and proposals that can shift priority of circulation towards other forms of travel, such as walking, cycling and wheeling, will be strongly supported. This could include incorporating additional linkages through the site for walkers and wheelers; providing space for cycle storage; and utilising elements of open space for additional public access or the benefit of occupants where appropriate to the wider operation of the site.

#### **Additional requirements**

- m) Proposals should be designed in a way that seeks to preserve the amenity of neighbouring residents including mitigation of negative amenity impacts such as excessive lighting, noise, or air pollutants (**Policy R8**).
- n) The historic and ongoing uses of the site as a hospital may mean that some areas of potential contamination are present on the site. Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

## CENTRAL AND WEST INFRASTRUCTURE AREA

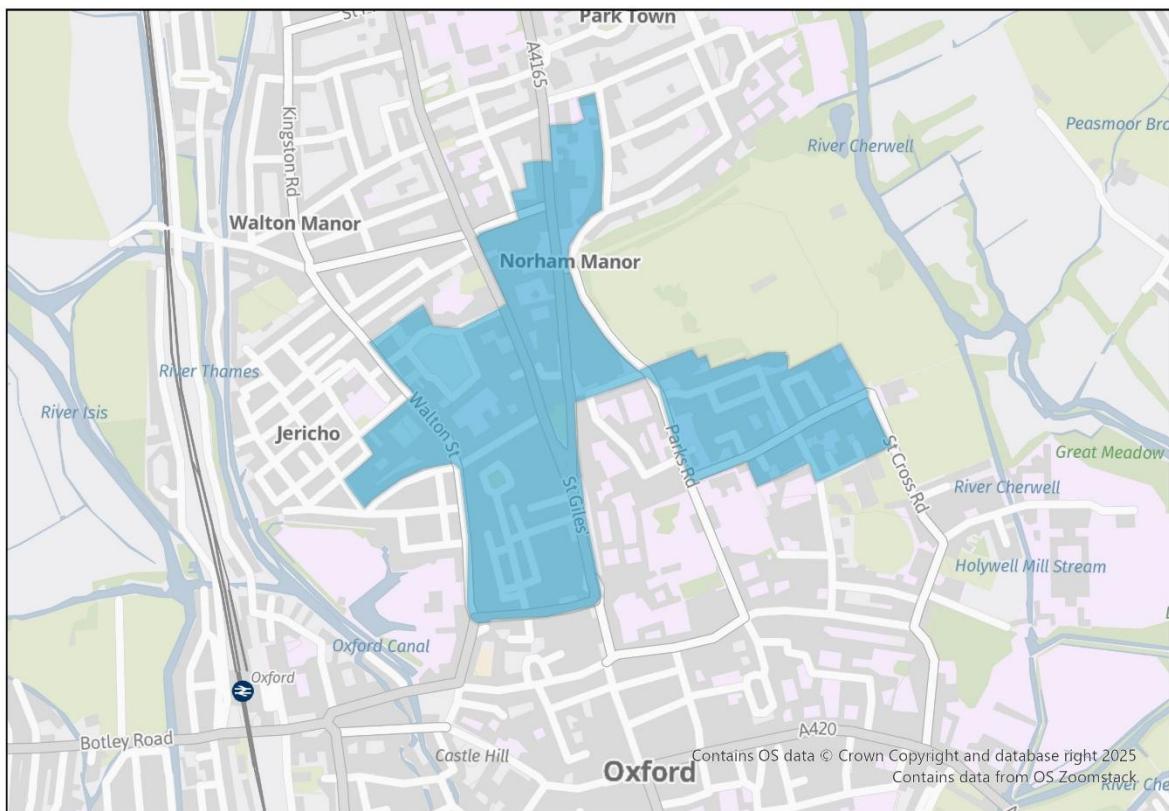
This area contains a wide variety of buildings and uses. It is a key area of public transport provision for rail and bus, and includes the Oxford railway station, Gloucester Green coach station and Seacourt Park & Ride. It contains most of the Oxford colleges and most of the faculties of the University of Oxford. In addition, it is the retail heart of the region and contains venues that attract people from a wide area, including cinemas, theatres, live music venues and the ice rink. The large numbers of people visiting together with those interchanging on public transport can create congestion and conflict in the public realm. High quality, thoughtfully designed public realm is key to the success of the area.

Some parts of the area are at high flood risk and so may be unsuitable for residential development. Flood mitigation measures, including new areas of flood storage and SuDS, integrated into green infrastructure enhancements, are likely to be necessary in the southern and western parts of the area.

Key considerations for infrastructure and design across the area are:

- Create high-density urban living with good provision and access to public open space
- Maintain a vibrant mix of uses
- Contribute to the knowledge economy
- Integrate flood risk mitigations into the public realm and green infrastructure
- Provide bridge suitable for walking, cycling and wheeling over the Thames to Oxpens
- Enhance accessibility and permeability of the area through good walking, cycling and wheeling links and enhanced public realm
- Support the redevelopment of Oxford railway station to create an easy and attractive transport interchange between rail, bus and active travel.

## UNIVERSITY AREAS NORTH OF THE CITY CENTRE AREA OF FOCUS



University faculties and colleges dominate the area, with two large University of Oxford sites, the Radcliffe Observatory Quarter and the Science Area. These sites, and the area generally, is subject to continuous change. Many individual buildings are of high quality, as are the green spaces just outside the area (particularly University Parks) A particular challenge in this area is that large areas of university use can obscure routes for other users. They create spaces that do not appear public, even though they are, for example because of small areas of private parking and routes that can be dominated by servicing features at the back of buildings such as the large vents and tanks that serve lab spaces. Development in the area presents many opportunities to improve connectivity, landscaping and coherence between buildings and public space, making the area more welcoming.

Large buildings don't always interface well with the street or each other, but can appear as unrelated blocks. The ROQ site, having benefited from a masterplanned approach, represents an evolving modern institutional campus with a range of well-designed high-quality new buildings that relate well to each other and their surroundings. Whereas the land to the north of Keble Road is more of a patchwork of mid-to-late 20th century buildings from around the 1960s onwards, some of which lack the quality of their modern counterparts, located only a street or so away.

Busy roads running north-south sever the area, meaning that east west connections can be difficult. Redevelopments can offer opportunities to improve east-west connections for walkers, cyclists and wheelers. Walk, cycle and wheel improvements are essential to the success of the area to improve connectivity and permeability.

Apart from some tree-lined streets, there is a limited amount of green infrastructure. The area is framed by rivers, with the Thames to the west and Cherwell to the east, even so it is at very limited flood risk.

Heritage assets in the area include significant potential for archaeological interest, from late Neolithic-early Bronze Age onwards. The area around Beaumont Street and St John Street contains the site of a 12<sup>th</sup> Century Royal Palace and later Carmelite Friary, and the projected line of the Royalist Civil War defences also cross through this area. The area is located within three conservation areas- the Central (City and University) Conservation Area, Jericho Conservation Area and North Oxford Victorian Suburb Conservation Area. There are also many listed buildings within the area, notably the Ashmolean Museum and Taylor Institute (Grade I); Church of St Giles (Grade I); and the University Museum and Pitt Rivers Museum (Grade I).

## **POLICY NCCAOF: UNIVERSITY AREAS NORTH OF THE CITY CENTRE AREA OF FOCUS**

Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):

### **Greater public accessibility and perception of public accessibility through and within the area**

- a) community and public uses of institutional buildings where possible, especially at ground floor level e.g. cafes and exhibition spaces;
- b) improved demarcation and legibility of public routes through the area, using urban design and wayfinding;
- c) provision of new publicly accessible routes, particularly running east-west;
- d) better integration of servicing infrastructure into the built form so that it does not dominate public spaces and routes or make them look like private servicing areas.

### **High quality design that responds to heritage assets as well as the area's vital academic role**

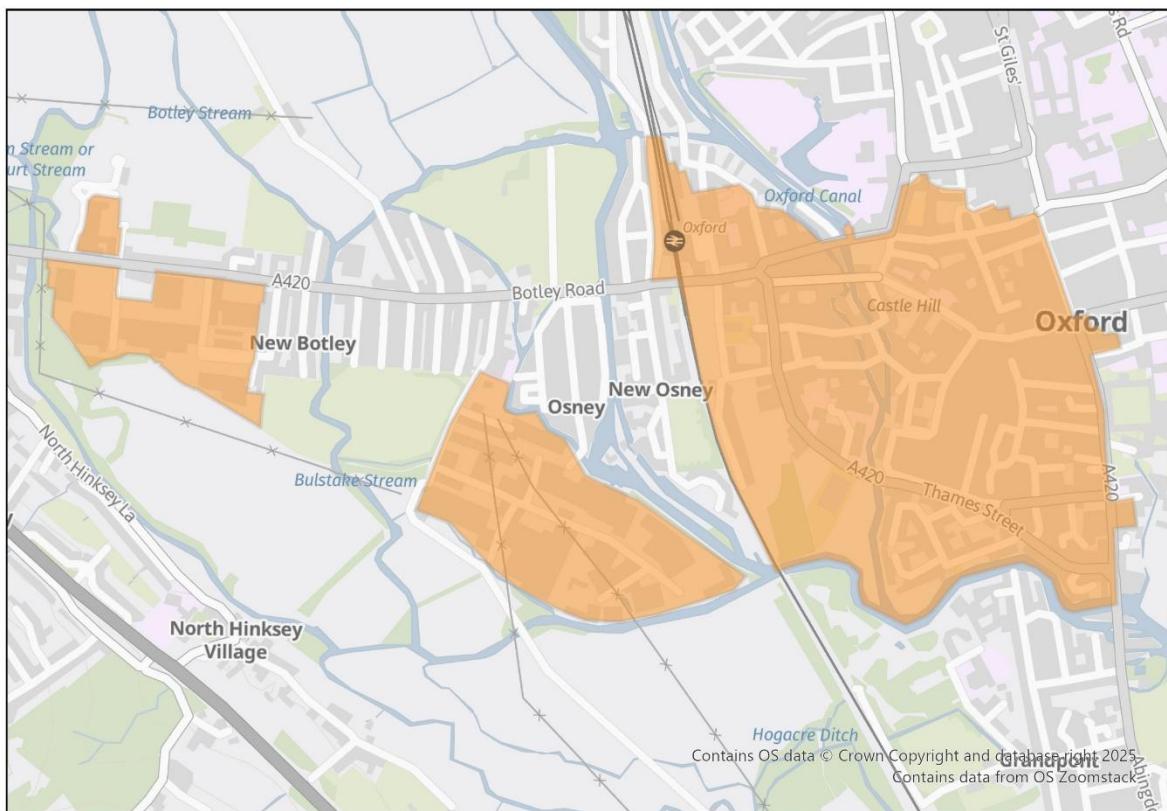
- e) building heights and roofscapes that are appropriate for their setting and that do not negatively impact on historic skylines, roofscapes or key views, particularly from University Parks, to and from the Cherwell Valley and to and from the historic towers and spires of the city centre;
- f) creation of a strong and well-defined building line along the streets;
- g) a design that balances the existing historic buildings onsite coupled with the celebration of cutting-edge science and research.

### **Environmental improvements to benefit biodiversity and the community and future occupiers**

- h) enhanced landscaping, including tree planting and enhanced biodiversity and green corridors and SuDs;
- i) mitigation of potential negative air quality impacts that arise during the construction and operational phases;
- j) no adverse impact on the New Marston Meadows SSSI (part of the area is in proximity to the SSSI).

## **WEST END AND BOTLEY ROAD AREA OF FOCUS**

The West End and Botley Road Area of Focus covers three distinct areas along the western corridor into the city centre: the West End, Osney Mead and Botley Retail Park.



## Oxford's West End

Oxford's West End is located in the south-west corner of the city centre and includes Oxford Railway Station. The process of transforming this under-performing area has been ongoing for a number of years with large projects such as the Westgate Centre already delivered. There is further potential for the West End to become a vibrant city quarter through the successful development of a number of other key sites in the area.

Public/ civic spaces in the West End are in short supply. While existing spaces are well-used, the limited amount of them restricts the ability of residents and visitors to stay longer in the area. Opportunities therefore exist to create new publicly accessible spaces within the West End that incorporate appropriate green infrastructure.

The walking and wheeling experience of the West End is not always positive, with conflict between different roads users occurring in a range of ways. Some roads are dominated by vehicular movement with a lack of human scale and poor crossing opportunities for walkers and wheelers. There are also some links and footpaths that are narrow and poor-quality, for instance, parts of the towpath that will link Osney Mead and the West End (via the Oxpens River Bridge) are narrow, in poor condition and prone to flooding. Walk, cycle and wheel improvements are essential to the success of the area to improve connectivity and permeability, to other parts of the city and to destinations in neighbouring districts.

The West End has been developed and redeveloped numerous times through history and area as a whole has significant heritage value, being largely within the Historic Core Area, and parts being within the Central Conservation Area and the Osney Town Conservation Area. This provides an opportunity for well-designed high-quality buildings, public realm and streets that reflect and are well-related to, the historic core, the watercourses, and views into

and out from the area. Care therefore needs to be taken to ensure that the city's unique character and setting is not lost or harmed through redevelopment and regeneration of the area.

As such, the heights of new buildings will be an important consideration in this Area of Focus and there is likely to be a degree of tension in delivering development that protects and enhances Oxford's iconic dreaming spires and the ambitions of delivering certain development types. Wherever high buildings are proposed (over 15 metres), they should be accompanied by a visual impact assessment which clearly shows how the proposal relates to Oxford's historic skyline and will need to have regard to the High Buildings TAN.

Throughout the West End there are opportunities to enhance or improve the area where poorly integrated incremental development and large blocks with little relationship to the street detract from the heritage quality and experience of walkers and wheelers.

The transformation of Oxford Station is fundamental, not just to improve user experience, but to facilitate additional capacity to help deliver East West Rail and the re-opening of the Cowley Branch Line to passenger services. The delivery of these projects would connect people and businesses both locally and more widely across the Oxford-Cambridge Growth Corridor. Collectively, they would open up new journeys, reduce travel times, ease congestion on local roads and would bring more jobs within the reach of local people.

### **Osney Mead**

Osney Mead sits outside the city's historic core, however given the close proximity to Oxford's dreaming spires, some similarities exist including the relationship between the historic views of the city's iconic skyline and the potential conflict with the scale of redevelopment ambitions in this area.

Osney Mead is a centrally located Key Employment Site. It is accessibly located close to the Oxford Railway Station, however there is a need for improvements to walking, cycling and wheeling connections into the wider area. It is important that this site maintains its role in creating a diverse employment base as it makes an important contribution to Oxford's employment land supply. However, changes to how space is used, the type of jobs provided and wider technologies mean that the employment function could be provided in a reduced area and an enhanced environment.

A transformation of Osney Mead has the potential to be delivered within the plan period. Planned infrastructure improvements including a bridge suitable for walkers, cyclists and wheelers ("the Oxpens River Bridge") to link Osney Mead directly to the West End via the Oxpens site are programmed to be delivered within the early part of the plan period which would provide better accessibility from Osney Mead and help create a natural extension of the city centre into this location.

### **West End and Osney Mead SPD**

The West End and Osney Mead Supplementary Planning Document (SPD) is an area-based SPD, produced to support the delivery of sites in this part of the city centre. The SPD provides guidance about infrastructure interventions including green and blue infrastructure, public realm and walking, cycling and wheeling improvements that would enhance and improve the area. Infrastructure improvements should be made in line with the SPD.

## **Botley Road Retail Park**

Botley Road Retail Park is a large 1980s-style retail park at the western edge of the city, featuring a variety of large single storey retail stores with associated surface-level car parking. The retail park is located adjacent to a residential area. The fields to the south form an important part of the historic landscape setting of the city, and the site is adjacent to the historic City and Liberty Boundary.

In recent years, the Botley Road Retail Park has been undergoing a transition towards a modern urban science district. Flexible lab-enabled, research and development (R&D) floorspace is being delivered to support growth in key sectors such as life sciences and the knowledge economy, including AI that support Oxford's key strengths.

Redevelopment at the Botley Road Retail Park has the potential to impact views into and out of the city. As such, the Botley Road Retail Park Design Brief TAN was produced and should be consulted in relation to design principles, building heights and the assessment of views alongside the High Buildings TAN.

Osney Mead and Botley Road Retail Park are both at risk from flooding. Both these sites contain land within flood zones 3a and 3b and are surrounded by land in flood zone 3. This level of flood risk would have significant implications for the type and nature of development permissible at each site, and also where it can be located.

A comprehensive flood risk management strategy will need to be developed to ensure that uses here are delivered in a way which enables safe access and egress in times of flood. A Strategic Flood Risk Assessment Level 2 has been carried out.

## **POLICY WEBRAOF: WEST END AND BOTLEY ROAD AREA OF FOCUS**

Planning permission will be granted for new development within this Area of Focus where it would ensure that opportunities are taken to deliver the following (where applicable):

### **Open space and nature**

- a) Enhanced landscaping, including tree planting, enhanced biodiversity, green corridors, including to connect to the green spaces beyond the area, and integration of flood risk management and green spaces, including through SuDS.
- b) Enhanced provision of public spaces, including pocket parks and other civic spaces.
- c) Enhanced public frontage alongside the river and canal.

### **Urban design and heritage**

- d) Positive contributions and enhancements to the character and setting of conservation areas and other heritage assets.
- e) Good quality urban design and place making including appropriate building heights for their setting that do not negatively impact on key views or historic skylines.
- f) Development opportunities at the Botley Road Retail Park in line with the guidance set out in the Botley Road Retail Park Development Brief TAN.
- g) Integration of servicing and plant infrastructure into the built form.

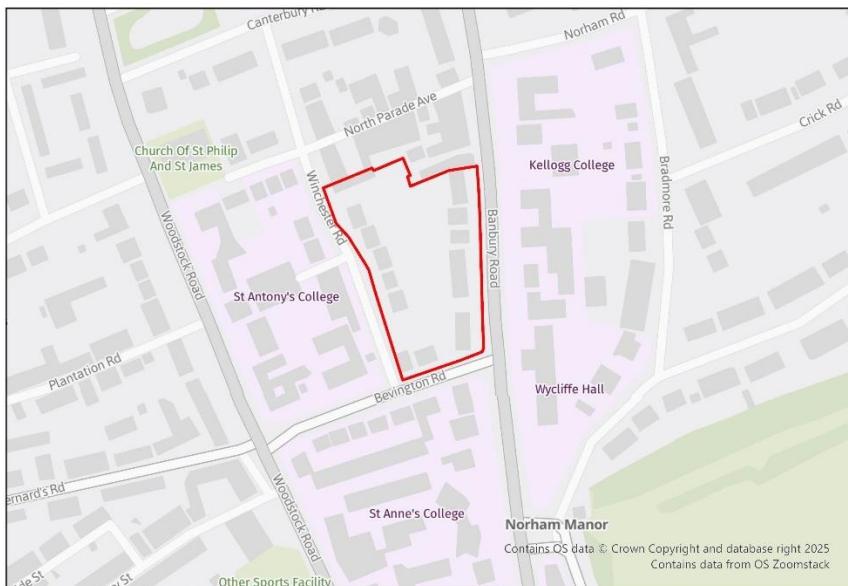
### **Movement and access**

- h) Optimised connectivity and permeability for people wishing to walk, cycle or wheel in the area to other parts of the city. Walking, cycling and wheeling infrastructure improvements must be delivered in accordance with the requirements of the Oxford Local Cycling and Walking Infrastructure Plan.
- i) A reduction in car parking across the area.
- j) Improved demarcation and legibility of public routes through the area into the city centre, using urban design and wayfinding;

### **Infrastructure**

- k) The redevelopment of Oxford Station to deliver a strong sense of arrival to Oxford and an improved environment for passengers aligning with the principles and priorities outlined in OxRail 2040: Plan for Rail.
- l) Enhancements to Frideswide Square to facilitate the creation of a western gateway;
- m) Mitigation of potential negative air quality impacts that arise during the construction and operational phases
- n) Public realm improvements undertaken in line with the infrastructure interventions set out in the West End and Osney Mead SPD.

## **Banbury Road University Sites – Parcel B**



<b>Site area</b>	1.26 ha
<b>Ward</b>	Walton Manor
<b>Landowner</b>	University of Oxford and Hertford College
<b>Current Use(s)</b>	Academic and student accommodation
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Within the North Oxford Victorian Suburb Conservation Area; Site includes Grade II listed 59 Banbury Road. . Many other Grade II listed

	buildings within the vicinity of the site, notably across Banbury Road including Wycliffe Hall, Wykeham House, 60 and 62 Banbury Road, and Gees' Restaurant located immediately adjacent to the north of the site on Banbury Road. Archaeological potential onsite includes prehistoric and Roman remains.
<b>Notable ecological features</b>	Surveys undertaken for recent planning application identified numerous bat roosts on part of the site bounded by Bevington Road. Proposed mitigation may need to ensure roosting opportunities remain post-development. Numerous mature trees, both within the site and alongside the perimeter fronting onto the three highways. One of these (in front of 10 Winchester Road) is protected by a Tree Preservation Order, whilst the others (of a certain size) benefit from conservation area protection. Within the impact risk zone of New Marston Meadows SSSI. The site is within an area identified as having potential hydrological connectivity with the Oxford Meadows SAC.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPCW1: Banbury Road University Sites – Parcel B**

Planning permission will be granted for academic institutional uses, student accommodation, and/or residential development. The minimum number of dwellings is 54 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals must demonstrate that likely significant effects on groundwater recharge and water quality have been avoided, or mitigated where relevant, through the use of appropriate measures including SuDS (**Policy G6**).
- c) Development proposals involving subterranean development must include a hydrogeological investigation which must demonstrate that likely significant effects on groundwater flow have been avoided, or mitigated where relevant (**Policy G6**).
- d) Proposals should seek to retain existing features where possible, particularly higher quality elements like large mature trees and boundary features that help preserve amenity.
- e) In order to retain the existing Urban Greening Factor score, any losses in green features should be compensated for either through enhancement of lower quality areas with a greater variation in planting and new habitat, such as within and around the boundaries of new gardens, as well as additional planting such as new trees that can enhance canopy cover and the setting of the listed buildings and conservation area.
- f) The potential presence of priority species/habitats on the site should be investigated through appropriate biodiversity surveys and any impacts on these addressed accordingly. Proposals should also consider impacts on the surrounding areas, particularly, the nearby designated sites such as New Marston SSSI (**Policy G6**).

**Urban design & heritage**

- g) Proposals should be informed by an appropriate assessment and strategy that responds to the designated heritage assets on the site or close by. In particular, proposals should be designed in a way that preserves and enhances the significance of the listed buildings (including their setting); as well as the broader landscape including the North Oxford Victorian Suburb Conservation Area. This could be done in various ways, including selecting materials that take inspiration from within the conservation area or the existing listed buildings on and near to the site; ensuring new buildings located close to designated assets are positioned sensitively and buffered through use of green features (**Policy HD3**).
- h) There is also the potential presence of archaeological assets on the site including prehistoric and Roman remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

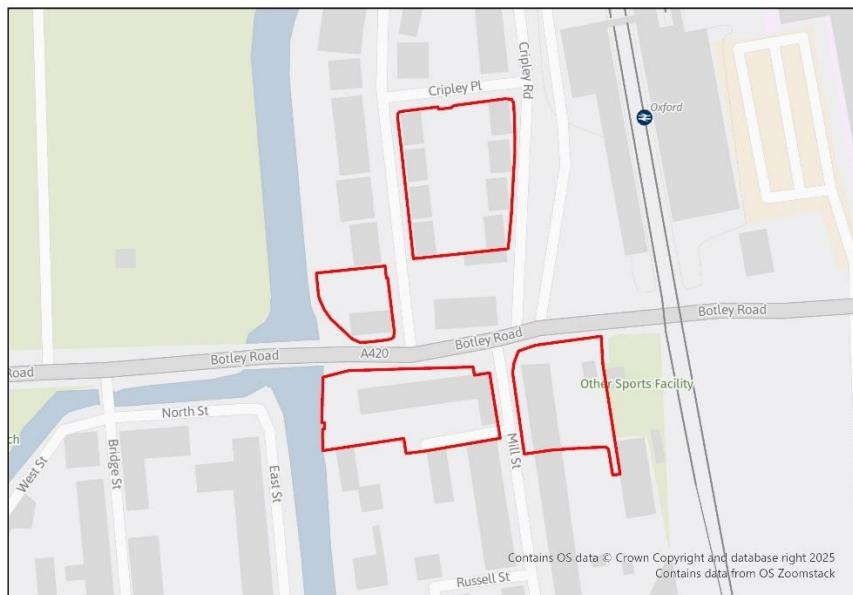
**Movement & access**

- i) Opportunities should be taken to consolidate car parking and reduce the car-dominated character within the site. Proposals that can prioritise other forms of travel, such as walking, cycling and wheeling, will be strongly supported. This could include incorporating additional linkages through the site from north/south for walkers and wheelers.

**Additional requirements**

- j) Design measures may be necessary to mitigate negative amenity impacts such as those arising from noise pollutants as this site is part of an area which is subject to significant environmental noise from the traffic on Banbury Road and Winchester Road.
- k) Proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

Botley Road Sites around Cripley Road including River Hotel and Westgate Hotel



<b>Site area</b>	<p>Total of 0.84ha (all sites)          Consists of the following three sites:          - 3-15 Botley Road and The River Hotel – 0.34ha          - Land to the South of Criphey Place – 0.31ha          - Westgate Hotel, Botley Road and 3 - 7 Mill Street – 0.19h</p>
<b>Ward</b>	Osney and St Thomas
<b>Landowner</b>	Christ Church
<b>Current Use(s)</b>	<p>613 - Mixed uses including River Hotel with associated car park, residential dwellings (5-15 Botley Road) and retail - Use Class E (3 Botley Road).          614 – To the south of Criphey Place, currently in residential use.          615 – Westgate Hotel and 3-7 Mill Street, currently in use as a hotel and residential.</p>
<b>Flood zone</b>	Flood Zone 3a
<b>Notable heritage assets</b>	<p>All three sites are within the Historic Core Area and within view cone(s) (e.g., Boar's Hill). All three sites are located within the City Centre Archaeological Area. Part of the site lies adjacent to the Osney Town Conservation Area. Part of the allocation is included on the Oxford Heritage Asset Register (OHAR) - River Hotel and Westgate Hotel. There are several OHAR assets in the immediate vicinity of the sites, including the River Thames and Towpath and No. 2 Botley Road.</p> <p>The three sites are located close to a section of the Botley causeway as such there is some archaeological potential for localised remains.</p>
<b>Notable ecological features</b>	<p>In close proximity to parts of the core green infrastructure network (Osney St Thomas Allotments). There are mature trees within the site, including two within parcel 614 which are the subject of Tree Protection Orders (TPOs). The entire site is within Local Nature Recovery Strategy (LNRS).</p>
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPCW2: Botley Road Sites around Criphey Road including

## River Hotel and Westgate Hotel

Planning permission will be granted for a residential-led development. The minimum number of dwellings to be delivered across the three sites is 20.

Other suitable uses for the site could include:

- Hotel accommodation;
- Replacement retail (Use Class E)

Development proposals involving hotel accommodation should be in accordance with **Policy E5**.

Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) A sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) is required and should consider onsite routes and any infrastructure required to reach the access route. Areas of flood risk surround the site to the east, with no completely flood free egress options and part of the access/egress route from the site over land with high flood risk. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Flood warnings will be essential for safe access and egress to the sites, ideally ensuring that the route identified can be utilised before the onset of flooding. Areas of high surface water flood risk are also present along both access routes, therefore the FRA should consider in more detail the nature of the flood risk to determine how quickly it occurs and the degree of hazard. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited. A geotechnical investigation should be undertaken at this site to obtain further information relating to infiltration rates to confirm whether infiltration could be viable in some areas (**Policy G7** and **Policy G8**).
- b) The whole site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Development proposals should seek to retain the mature trees adjacent to the river. A 10-metre watercourse buffer should be maintained or reinstated where possible.
- d) Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species. A lighting strategy may also be required given the proximity to the River Thames which could provide a foraging habitat for bats.

### Urban design & heritage

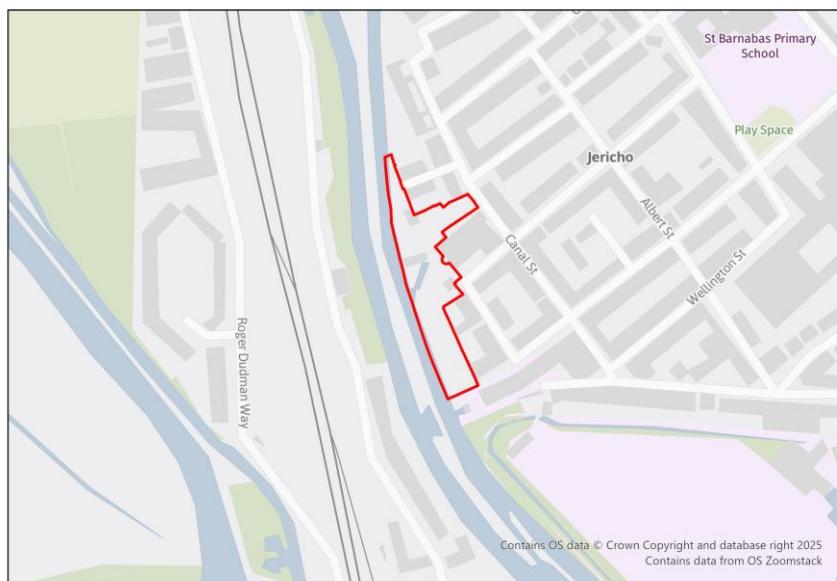
- e) Development proposals should be designed with consideration of their impacts on the setting of the Osney Town Conservation Area (**Policy HD3**).

- f) The Boar's Hill view cone covers the entire site allocation. Proposals should be designed in a way that responds to this protected view (**Policy HD6**).
- g) Development should be based upon a clear understanding of the significance of the site and its surrounding context. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- h) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- i) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.
- j) There is also some potential for archaeological remains on the site relating to the Botley Causeway. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- k) The most appropriate vehicular access would be to continue use of Botley Road. Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.

### Canalside Land, Jericho



<b>Site area</b>	0.49ha
<b>Ward</b>	Carfax and Jericho
<b>Landowner</b>	Cheer Team, Canal and River Trust, Oxford City Council, The Church of England
<b>Current Use(s)</b>	Boat hire facility, open space and derelict workshops

<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Lies within the Jericho Conservation Area and is adjacent to both the Grade I listed St Barnabas Church and Registered Park and Garden (Worcester College, Grade II*)
<b>Notable ecological features</b>	The site is adjacent to the Oxford Canal, an Oxford City Wildlife Site. All of the site is within a Local Nature Recovery Site (LNRS) Within 600m of Port Meadows SSSI (part of the Oxford Meadows SAC)
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### **POLICY SPCW3: Canalside Land, Jericho**

Planning permission will be granted for a mixed-use development at the Canalside Land site that includes the following:

- Residential dwellings;
- A community centre to replace the existing Jericho Community Centre on Canal Street;
- Public open space;
- Replacement operating boatyard;
- Electric charging points for mooring boats;

Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

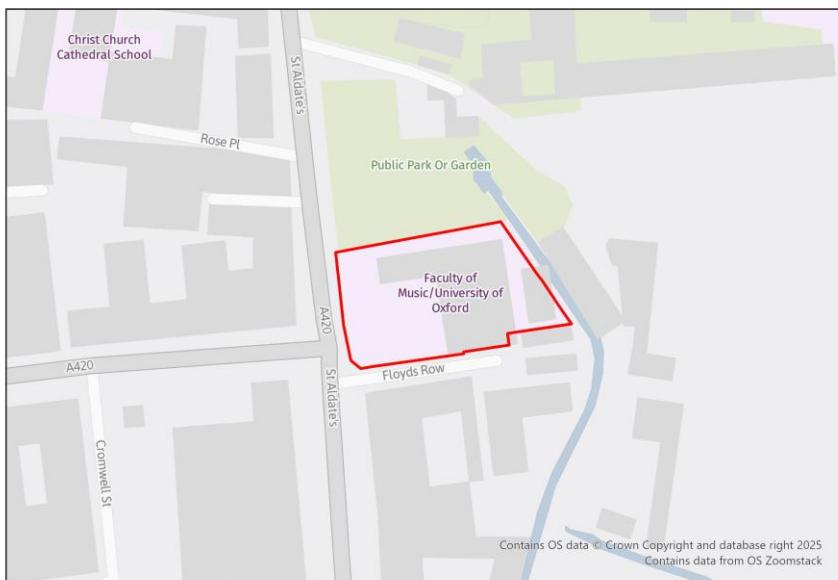
- a) Planting that enhances the waterside and promotes connections between it and the wider area is encouraged, as well as habitat features that can support the foraging and shelter of wildlife of the adjacent ecological designated sites.
- b) The site contains significant existing trees including a false acacia and silver birch in the public open space north of the church and an ash tree in the church grounds next to Cardigan Street. There is also a row of important trees adjacent to the site along the western side of the canal towpath. These trees are collectively important to public amenity in the area and provide valuable ecosystem services, they should be retained where possible.
- c) Development proposals should be accompanied by an assessment of potential recreational pressure on the immediate setting including the canal towpath and the Oxford Meadows SAC that may arise from increased numbers of visitors, along with plans to mitigate this impact, as necessary.
- d) Development proposals should be accompanied by ecological and lighting assessments of the potential impact on ecology and protected species on site and adjacent canal and Castle Mill Stream, along with plans to mitigate this impact as necessary. This is because the canal is likely to be an important foraging and commuting resource for bats and should not be subject to any artificial illumination as a result of the proposed development.
- e) All of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they've explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further detail.
- f) Planning applications should be accompanied by a site specific Flood Risk Assessment (FRA) and development should incorporate any mitigation measures. The FRA should look at options for early warning. Areas of flood risk surround the site to the east so a site-specific FRA should consider the evacuation requirements

	<p>before the design event and a more extreme fluvial or pluvial event taking account of the site layout and advice to be sought from the emergency services, including the local authority's emergency planner.</p>
g)	<p>The majority of the site is located within Flood Zone 2 with areas of Flood Zone 3 located along the boundary with the tow path and extending into the central parcel of the site adjacent to the church. A sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. Part of this site is also at significant risk from surface water flooding, therefore a site-specific FRA should also consider the nature of the surface water flood risk in more detail to determine how quickly it occurs and the degree of hazard on site. A drainage strategy will be required to manage run-off arising from the development and ensure that surface water flood risk on and off the site is not increased (<b>Policy G7</b>).</p>
	<p><b>Urban design &amp; heritage</b></p>
h)	<p>The design should respect the waterfront heritage of the site, the conservation area and conserve or enhance the significance of the Grade I listed St Barnabas Church in compliance with (<b>Policy HD3</b>).</p>
i)	<p>An area of public open space should be created to support the community and boathouse uses and open up views of St Barnabas Church from the canal. If necessary, the wall separating the church and any proposed open space could be demolished, however, as the wall is curtilage listed and as it relates to an active place of worship, separate Faculty approval would be required from the Diocese. Listed building consent would not be required for such demolition.</p>
j)	<p>The location, size and design of the public open space should consider the potential to facilitate community events (e.g. street markets), as well as, land a bridge crossing and endeavour to avoid fettering any future opportunities to provide a bridge crossing.</p>
k)	<p>Proposals should consider the adjacent Registered Park and Garden (Worcester College, Grade II*) in compliance with (<b>Policy HD3</b>).</p>
	<p><b>Movement &amp; access</b></p>
l)	<p>Development proposals should deliver improvements to the connections into and around the site, specifically over the canal and towards Oxford City Centre along the towpath. This could also be secured via financial contribution(s) where viable.</p>
m)	<p>Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support active travel such as walking, cycling and wheeling.</p>
	<p><b>Additional requirements</b></p>
n)	<p>As the site contains a historic boathouse, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (<b>Policy R7</b>).</p>
o)	<p>Due to potential impacts of noise and other pollutants from an on-site boathouse, development proposals will need to demonstrate how layout of buildings and public spaces has been approached so as to minimise amenity impacts for users, including locating these away from these key pollution sources. This should also be informed by an acoustic design assessment that addresses the potential for significant environmental noise from these transport corridors. The on-site boathouse may need some sealed storage areas if fuels, paints and chemicals are</p>

being used (**Policy R4 and R8**).

p) The existing Jericho Community Centre on Canal Street has been identified as being in a state of poor repair and failing to achieve modern accessibility standards. Development proposals should include provision for a replacement community centre, the size and scale of which should be justified through the submission of a Community Needs Assessment and sustainable business plan to accompany future planning applications.

## Faculty of Music



<b>Site area</b>	0.33 ha
<b>Ward</b>	Holywell
<b>Landowner</b>	Christ Church / University of Oxford
<b>Current Use(s)</b>	Academic institutional
<b>Flood zone</b>	Flood Zone 2
<b>Notable heritage assets</b>	Within the Central (University and City) Conservation Area; several Grade I and Grade II listed buildings in close vicinity, particularly towards the north of the site on St Aldate's. The Grade II listed Christ Church Footbridge and flanking walls in the Memorial Garden and Screen all lie immediately adjacent to the north of the site, with part of Christ Church Meadow; a Grade I Registered Park and Garden just beyond. Archaeological potential onsite includes Middle-Late Saxon Archaeology (adjacent to possible causeway).
<b>Notable ecological features</b>	N/A
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPCW4: Faculty of Music

Planning permission will be granted for academic uses, residential development (potentially including employer-linked housing if academic institutional uses remain on the site) and/or student accommodation on the site. The minimum number of dwellings to be delivered on the site is 23 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- a) Proposals should seek to retain existing features where possible, such as the large mature trees fronting onto St Aldate's which contribute amenity benefits.
- b) Opportunities should be taken to protect and enhance the watercourse adjoining the site and a 10m buffer should be retained between the edge of the watercourse and the built development (**Policy G2**).
- c) In order to retain and where necessary increase the existing Urban Greening Factor score, any losses in green features within the site should be compensated through enhancement of lower quality areas with a greater variation in planting and new habitat within the site.

#### **Urban design & heritage**

- d) Proposals should be informed by an appropriate assessment and strategy that responds to the designated heritage assets in close proximity to the site. In particular, proposals should be designed in a way that preserves and enhances the significance of the adjacently sited designated heritage assets (including their setting); as well as the broader landscape including the Central (University and City) Conservation Area. This could be done in various ways, including selecting materials that take inspiration from within the conservation area or the existing listed buildings near to the site; ensuring new development located close to designated assets are positioned sensitively and buffered through use of green features (**Policy HD3**).
- e) Proposals should reflect the materials of the existing development. They should be designed in a way that is sensitive to the Central (University and City) Conservation Area of which it lies within, particularly regarding heights, massing, roofscape and local character and street scene (**Policy HD6**).
- f) There is also the potential presence of archaeological assets on the site including middle-late Saxon archaeology remains. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

- g) Opportunities should be taken to reduce the level of car parking along Floyds Row.
- h) Circulation within the site should continue to prioritise walking, cycling and wheeling.
- i) New residential development should be car free.
- j) The principal access should remain in the same location, although opportunities to increase permeability for walkers, cyclists and wheelers should be considered.

## **Jowett Walk (South)**



<b>Site area</b>	0.21 ha
<b>Ward</b>	Holywell
<b>Landowner</b>	Merton College
<b>Current Use(s)</b>	Site currently a house, gardens and car park.
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Within the Central (University and City) Conservation Area and within the Historic Core Area and the City Centre Archaeological Area. Opposite the Grade II listed School of Geography, and adjacent to buildings fronting Holywell Street, most of which are listed.
<b>Notable ecological features</b>	Green infrastructure on the site including mature trees. Within the impact risk zone of the New Marston Meadows SSSI.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## Policy SPCW5: Jowett Walk

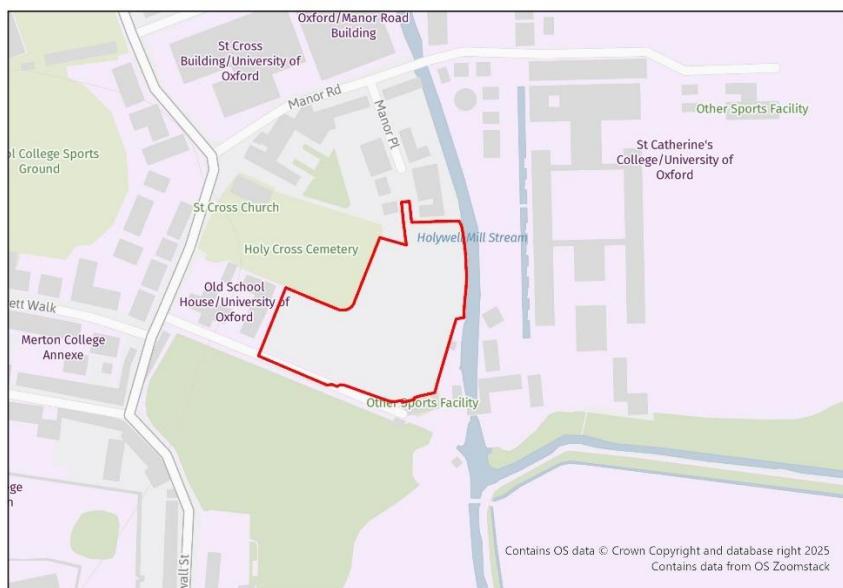
Planning permission will be granted for residential development or student accommodation on this site. The minimum number of dwellings to be delivered is 14 (net gain) (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) Development proposals should retain and enhance existing trees and vegetation on site, and take opportunities to strengthen biodiversity corridors and habitat linkages.

- c) There is potential for swifts and bats on site; development proposals should take opportunities to improve wildlife linkages or habitat continuity across the site and with neighbouring areas.
- Urban design & heritage**
- d) Development should be sensitively designed to respect the site's location within the Central Conservation Area, demonstrating high-quality architectural design that reinforces the historic and collegiate character of the surroundings, including listed buildings (**Policy HD3**).
- e) The site is within the City Centre Archaeology Area and there is a high potential for medieval archaeology (as demonstrated by 1990s excavation directly to the east). Any proposals would be likely to require assessment and evaluation (**Policy HD5**).
- Movement & access**
- f) Opportunities should be taken to improve permeability for walkers, cyclists and wheelers, providing direct links to existing footpaths, cycle networks, and adjoining recreation ground.
- g) Because the site is in a highly sustainable location it is expected that any development will be low car i.e. no parking provision allocated onsite for occupiers of the development.
- h) Any re-development of this site would be likely to require a site investigation and contamination risk assessment.

## Manor Place



<b>Site area</b>	1.24ha
<b>Ward</b>	Holywell
<b>Landowner</b>	Merton College
<b>Current Use(s)</b>	Former tennis courts/allotments/orchards
<b>Flood zone</b>	Flood Zone 3a
<b>Notable heritage assets</b>	Site is entirely within the Central (University & City) Conservation Area. It also lies within the Historic Core Area and City Centre Archaeological Area. It is adjacent to multiple Grade I, II, and II* listed

	buildings. The site lies within the setting of 15th c Magdalen Precinct wall, and GD I &II. St Catherine's College (and affiliated buildings) St Cross Building, 10 Cross Road. It is adjacent to Magdalen College Grade I Registered Park and Garden. The site is in line with the Elsfield, Doris Field and Headington Hill Allotments view cones but may also appear in others as it is located in the Historical Core Area. Archaeological information submitted with the latest planning application suggests the site contains the likely line of the Civil War outer Defences. The site contains the line of Royalist defences that should be preserved in situ.
<b>Notable ecological features</b>	Site is in within the impact risk zone of New Marston Meadows SSSI. Site is adjacent to Magdalen Grove geological SSSI. The area is characterised by hedged boundaries and several mature/semi mature trees established on the site, particularly at the northern and southern corners. The site itself contains various types of natural ground cover including grass, scrub and scattered trees. These contribute to the green, semi-rural character of the setting of the site which includes Holywell Cemetery, St Cross Annex and the Magdalen College Deer Park and likely have high biodiversity value. The site contains Section 41 (Priority/ Principal) habitats that fall within the LPA.
<b>Urban Greening Factor score</b>	The site is likely to score above the Urban Greening Factor target.

## **Policy SPCW6: Manor Place**

Planning permission will be granted for student accommodation or car free residential development or a mix of both uses. The minimum number of dwellings to be delivered on the site is 43 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) As the site falls within the identified impact risk zone for the New Marston Meadows SSSI, new development could have impacts on the functioning of this sensitive ecological site. Planning permission will only be granted if it can be demonstrated that there would be no adverse impacts on the integrity of the New Marston Meadows SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan (**Policy G6**).
- b) As the site is adjacent to Magdalen Grove SSSI a buffer zone will be required during construction phase to ensure the SSSI land is not disturbed.
- c) Part of the site is located within Flood Zone 3a and Flood Zone 2, and a sequential approach should be taken to locating development on the site, with development prioritised first within Flood Zone 1 prior to consideration of any siting within Flood Zone 2 or 3a. A site-specific Flood Risk Assessment (FRA) will be required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in low flood risk, however the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates the northeastern part of the site, given the site's proximity to the River Cherwell (**Policy G7**).
- d) The drainage strategy should be designed to manage runoff arising from the

development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).

e) The hedged boundaries are an important characteristic of the area and should be retained, as should the mature trees and areas of trees in the northern and southern corners, helping retain the green, semi-rural character of the setting.

**Urban design & heritage**

f) Development should seek to preserve the special character of the conservation area within which it lies (**Policy HD3**). The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.

g) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**), preserving the Royalist Civil War rampart and ditch line in situ.

h) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.

**Movement & access**

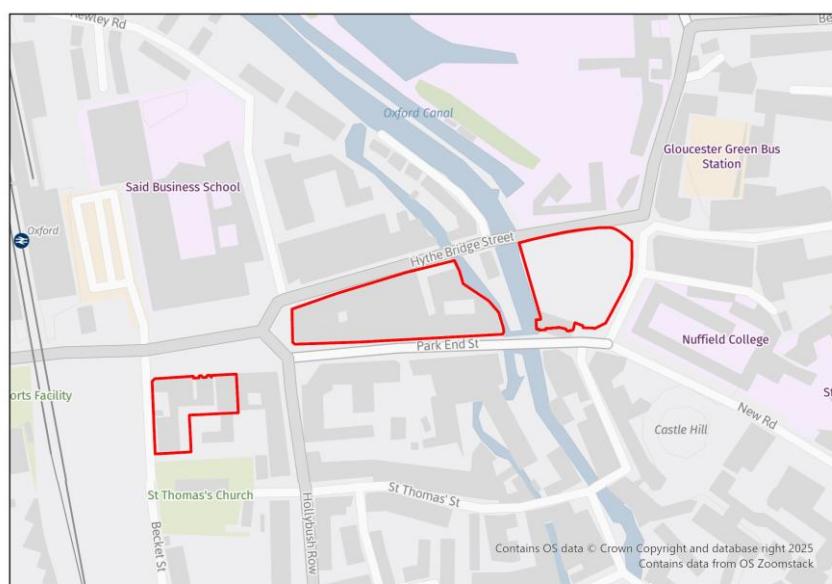
i) The most appropriate vehicular access would be to widen and extend the existing walk, cycle and wheel access from Manor Place to the north of the site, incorporating land in Merton College's ownership.

j) Vehicular access should be minimised by low-car residential development or student accommodation.

k) Access via Holywell Mill Lane to the south is unlikely to be deliverable as it is not under the control of Merton College and the visibility at the junction with St Cross Road is substandard.

l) Applicants will be expected to demonstrate how the development enables access by alternative means of transport including improving connectivity to support walking, cycling and wheeling.

## Nuffield sites (Island Site/ Worcester St Car Park and Pub/ Land South of Frideswide Square)



<b>Site area</b>	<p>Total of 1.42ha (all sites)</p> <p>Consists of the following three sites:</p> <p>Island Site - 0.65ha</p> <p>Worcester St Car Park and Public House - 0.51ha</p> <p>Land South of Frideswide Square - 0.26ha</p>
<b>Ward</b>	Osney & St Thomas and Carfax & Jericho
<b>Landowner</b>	Nuffield College
<b>Current Use(s)</b>	Mix of uses across the three sites including hotel, employment, ground floor retail, cafes, and surface level car park.
<b>Flood zone</b>	<p>Island site:</p> <ul style="list-style-type: none"> <li>• Flood Zone 3b</li> </ul> <p>Worcester St Car Park and Public House:</p> <ul style="list-style-type: none"> <li>• Flood Zone 3a</li> </ul> <p>Land South of Frideswide Square:</p> <ul style="list-style-type: none"> <li>• Flood Zone 2</li> </ul>
<b>Notable heritage assets</b>	<p>Central (City and University) - Island site (070) adjacent to boundary. Worcester St Car Park (081) and Land South of Frideswide Square (624) are within the Central (City and University) Conservation Area. The Island site is adjacent to the boundary.</p> <p>All three sites are located within the Historic Core Area and within several view cones (e.g., Raleigh Park and Boar's Hill)</p> <p>Island site:</p> <ul style="list-style-type: none"> <li>• Close proximity to Grade II Listed Coopers Marmalade Factory</li> <li>• Close proximity to Scheduled Ancient Monument: Oxford Castle and earlier settlement remains (including Castle motte/ mound)</li> <li>• Close proximity to Rewley Abbey Scheduled Ancient Monument – predominantly below ground. Upstanding remains exist along Beesley Lane.</li> <li>• Includes Local Heritage Assets on the OHAR: Former Hartwells Garage and Royal Oxford Hotel</li> </ul> <p>Worcester St Car Park, in close proximity to:</p> <ul style="list-style-type: none"> <li>• Grade I Well House, Oxford Castle</li> <li>• Grade II Listed Nuffield College</li> <li>• Grade II Listed Boundary Wall on Worcester College</li> <li>• Scheduled Ancient Monument: Oxford Castle and earlier settlement remains (including Castle motte/ mound)</li> <li>• Grade II* Worcester College Registered Park and Garden</li> </ul> <p>Land South of Frideswide Square:</p> <ul style="list-style-type: none"> <li>• Close proximity to Grade II Listed Coopers Marmalade Factory, (frontage)- also near Island Site (070)</li> <li>• Close proximity to Grade II Listed St Thomas Vicarage (to the rear)</li> <li>• Close proximity to Grade II Listed Church of St Thomas the</li> </ul>

	<p>Martyr (Becket St)</p> <ul style="list-style-type: none"> <li>Contains Local Heritage Assets on the OHAR: former Castle Hotel, Park End St</li> </ul> <p>All three sites lie within the locally designated, City Centre Archaeological area. The sites are of archaeological interest with fragments of industrial archaeology having been excavated previously.</p>
<b>Notable ecological features</b>	<p>Parts of the site is identified in the Local Nature Recovery Strategy (LNRS).</p> <p>There are mature trees along the northern edge of the Castle Mill Stream (within the Worcester St Car Park site), and to the rear of the Land to the South of Fridiswide Square, which are protected (TPO) due to their location within the Central (City and University) Conservation Area.</p>
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## Policy SPCW7 – Nuffield Sites

Planning permission will be granted for a mix of uses across the three sites that delivers residential and/or student accommodation, employment uses, and appropriate other uses including retail, cafés/restaurants and other uses that support the evening economy. A minimum number of 59 dwellings (net gain) (or if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied).

Development proposals across the three sites should be brought forward in accordance with a masterplan-led approach that sets out the anticipated development phases in which the sites will be brought forward. Where a phased delivery strategy is proposed, it should include the location and phase that will bring forward the residential development and ensure the minimum number of dwellings can be delivered in full.

Development proposals should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

### Open space, nature, flood risk

- Development proposals should take opportunities to enhance biodiversity along the waterfront. Such measures could include bank restoration measures at the western bank of the Wareham Stream. Improvements to habitat connectivity across the three sites will be sought. Appropriate tree-planting should be provided and the incorporation of green roofs/ walls should be considered to support biodiversity.
- Opportunities should be taken to improve access to Castle Mill Stream from the Worcester St Car Park site.
- Parts of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- Appropriate ecological surveys should be undertaken to ensure that development proposals do not have an adverse impact on protected species (e.g. bats/ breeding birds). A lighting strategy may also be required given the proximity to the Wareham and Castle Mill Streams, both of which could provide a foraging habitat for bats.

e)	A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding. A site-specific FRA should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land in low flood risk, however the FRA should consider the evacuation requirements before the design event and a more extreme fluvial event, particularly given that there is no advance flood warning provision for the site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited ( <b>Policy G7</b> and <b>Policy G8</b> ).
<b>Urban design &amp; heritage</b>	
f)	Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered. Applications must be supported by a full assessment so that the full impacts can be understood and assessed.
g)	Prior to undertaking any landscape or visual assessment work, the key views should be discussed and agreed in advance in writing with the City Council. Special attention will need to be paid to views from the Castle Motte to avoid harm to the setting of Oxford Castle.
h)	Development proposals should show how the design of the scheme has been influenced by and has considered the city's heritage. Proposals should demonstrate how the existing designated and non-designated, heritage assets can be incorporated into plans to redevelop the site, or justify an alternative approach.
i)	Ground floor uses that seek to activate building frontages will be sought throughout these sites.
j)	Public spaces created within the development should seek to create their own identity, form and function. The creation of new public/ managed space at the Island site and/ or the Worcester St Car Park site should be complementary to existing and proposed public spaces within the wider West End area. If more than one public space is proposed within the Nuffield sites, these spaces should be designed to complement each other rather than directly competing with each other.
k)	The inclusion of inspiring public art to support wayfinding is encouraged.
l)	The creation of new routes through the sites should consider how to re-imagine, protect or enhance existing views of the city's heritage assets.
m)	Proposals should ensure that the archaeological assets are appropriately investigated and responded to ( <b>Policy HD5</b> ).
<b>Movement &amp; access</b>	
n)	The development should contribute to the cost of public realm improvements to Hythe Bridge Street and Park End Street which could include new and improved crossings, and other environmental improvements to create a safe and legible environment for walkers, cyclists and wheelers.
o)	New well-designed route/s through the development should be created, in particular where these can facilitate movement between Hythe Bridge St and Park End St. Improvements to the internal circulation for users within the sites should also be investigated. New walk, cycle and wheel routes created within the sites should be supported by appropriate wayfinding.
p)	The frontage of the Island site onto Frideswide Square should deliver

improvements that establish this part of the site within its context as part of the western gateway to the city. Both the Island site and the Worcester St Car Park provide opportunities to use the city's heritage to support routes through the sites and to deliver clear access from the public realm. Walk/cycle/wheel routes through the Nuffield sites should demonstrate how they have been informed by the city's existing built heritage.

#### **Additional requirements**

q) Due to likely contamination risks related to previous uses on these sites, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

### Osney Mead



<b>Site area</b>	17.8ha
<b>Ward</b>	Osney and St Thomas
<b>Landowner</b>	University of Oxford (majority) and others
<b>Current Use(s)</b>	Industrial estate with a mix of uses including office, industrial, wholesale and trade retail, academic institutional uses, vacant buildings and hardstanding including surface level car parking. Electricity substation and pylons present on site.
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	Part of the site is located within the Historic Core Area and forms part of several view cones (in particular, the Raleigh Park and Boar's Hill view cones). Osney Town Conservation Area extends across the River Thames and includes the mature trees along the riverbank (the northern boundary of the site follows the Conservation Area boundary). The site of Osney Abbey is located near the site (north of

	the River Thames) - it is a Scheduled Ancient Monument, a Grade II Listed Building, and is included on the Oxford Heritage Asset Register (OHAR). The Grade II Listed "Memorial 300 Yards South of Osney Lock" is located close to the eastern-most corner of the site. The site also contains recorded Bronze Age site and high potential for Saxon to medieval trackways.
<b>Notable ecological features</b>	Parts of the site is identified in the Local Nature Recovery Strategy (LNRS). There are a number of mature trees along the riverbank (adjacent to the site) and the site itself also contains numerous mature trees. The watercourses are likely to act as wildlife corridors.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## **Policy SPCW8 – Osney Mead**

Planning permission will be granted for a mix of uses including:

- Employment (office/ R&D/ light industrial);
- Employment (B2/ B8);
- Academic institutional uses including teaching and research;
- Residential (subject to outcome of further FRA work), including employer-linked affordable housing, and student accommodation.

The development is expected to deliver a minimum of 247 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied), unless further flood risk work undertaken cannot find a solution to ensure the safety of residents.

The development of an innovation quarter is encouraged. Other complementary uses will be considered on their merits including uses which help activate appropriate ground floor street frontages. Such uses could include culture, arts and leisure uses.

To maximise the full potential of the site, a comprehensive approach to future planning and redevelopment should be undertaken. Development proposals should be delivered in accordance with a masterplan-led approach that sets out the anticipated development phases in which the site will be brought forward. This is to ensure that site constraints, new infrastructure provision and land-use considerations (in particular) are resolved on a site-wide basis. Any development proposals coming forward should not prejudice the comprehensive redevelopment of the site. Short-term incremental opportunities for development will be assessed on their merits and will need to have regard to the delivery of any agreed wider masterplanning ambitions for the site.

Development proposals across the site should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) Development proposals should take opportunities to enhance biodiversity along the waterfront. Such measures could include bank restoration measures. A 10-metre watercourse buffer should be maintained or re-instated where possible (**Policy G2**).
- b) Any new open space provided should be designed to be accessible for all site users and visitors. Wider public access to on-site open space is encouraged. Any opportunities to deliver new and/ or enhance existing on-site open space that makes a positive contribution to the green infrastructure network should be taken. Given the relationship with the surrounding fields to the south, development proposals

should investigate extending wildlife corridors through new green infrastructure provision on site.

- c) A site-wide landscaping and public realm strategy should be prepared for the site. Proposals for individual plots should identify how they will align with/ comply with the overall strategy. Appropriately managed on-site landscaping that supports and sustains the delivery of a network of green corridors throughout the wider site should be delivered.
- d) A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding, with car parks and other ancillary uses in higher risk areas where possible. The site-specific FRA should consider onsite routes and any infrastructure required to reach the access route. Areas of significant flood risk are present along the main access route to the site. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Early flood warning will be vital to ensure the access route can be utilised before it is inundated by floodwaters. (**Policy G7**).
- e) The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).
- f) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

#### **Urban design & heritage**

- g) Development layout should be designed to enhance the relationship and connection between the site and the river; and the physical and visual permeability of the site.
- h) The redevelopment of the site creates opportunities to deliver public spaces that support the creation of lively, dynamic and safe environment. These should:
  - i. create their own identity, form and function; and
  - ii. be designed to complement each other rather than directly competing with each other; and
  - iii. be complementary to existing and proposed public spaces within the wider West End area.
- i) The creation of new routes through the sites should consider how to re-imagine, protect or enhance existing views of the city's heritage assets. The inclusion of inspiring public art to support wayfinding is encouraged.
- j) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views and the Raleigh Park view cone (**Policy HD6**). Views from Raleigh Park and Boar's Hill to the historic core, views out of the historic core, and relevant local views into, out from and across the site should all be considered. Prior to undertaking any landscape or visual assessment work, the key views should be discussed and agreed in advance in writing with the City Council.
- k) Applications must be supported by a full assessment of the heights and heritage assets (including the Osney Town Conservation Area so that the full impacts can be understood and assessed (**Policy HD3**).
- l) The site contains a recorded Bronze Age site and has a high potential for Saxon to medieval trackways. Development proposals should ensure that the archaeological

assets are appropriately investigated and responded to (**Policy HD5**).

m) The masterplan-led approach should consider the form that the existing electricity infrastructure will take as the site is redeveloped; and investigate the development implications of retaining this infrastructure in its current position.

#### **Movement & access**

n) Development proposals should contribute to, promote and support improved sustainable transport links, securing well-designed new and improved routes through the development that prioritise walking, cycling and wheeling.

o) Any opportunities to open up existing site access points for wider public use should be taken, seeking to deliver high quality well-designed entrances to the site supported by high-quality public realm improvements and enhancements.

p) Improvements to the public realm that deliver high-quality well-designed civic spaces that prioritise walking, cycling and wheeling should be delivered, securing a well-designed internal site layout that promotes good internal site circulation and avoids large cul-de-sacs where possible.

q) Footpaths and cycleways to and through the site should be provided and existing routes enhanced to increase accessibility and promote permeability. Any new walk, cycle and wheel routes created within the site should be supported by appropriate wayfinding.

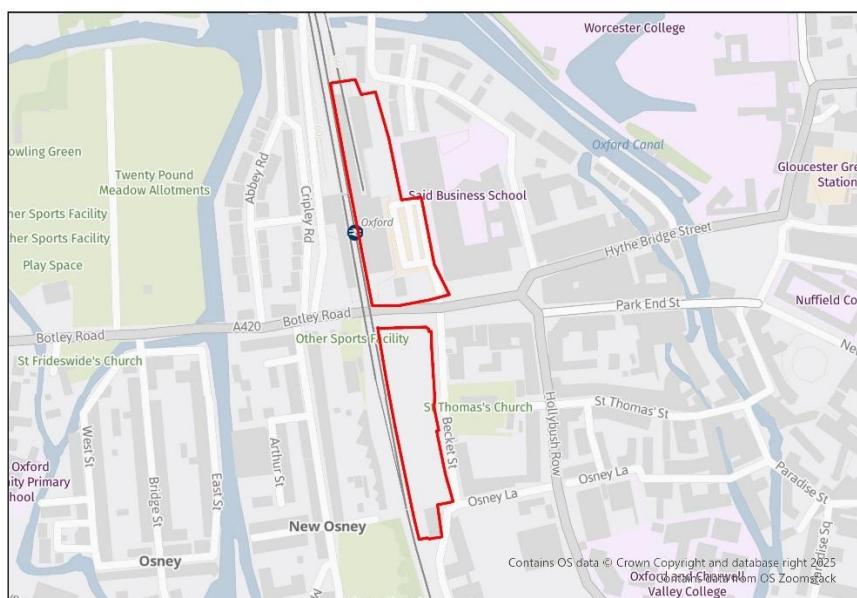
r) The masterplan-led approach should comprehensively address how new and enhanced walking, cycling and wheeling connections will be provided both within the site and into the wider area, including supporting connectivity across the river with the future bridge link from Grandpont to Oxpens.

#### **Additional requirements**

s) Due to likely contamination risks related to previous uses on the site, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).

t) Due to the potential impacts of noise from a number of sources, development proposals should be informed by an acoustic design statement that addresses the potential for significant environmental noise. (**Policy R8**)

## Oxford Railway Station and Becket St Car Park



<b>Site area</b>	2.56ha
<b>Ward</b>	Osney & St Thomas
<b>Landowner</b>	Network Rail
<b>Current Use(s)</b>	Railway Station and associated buildings and infrastructure including surface level car park for rail users.
<b>Flood zone</b>	Flood Zone 2
<b>Notable heritage assets</b>	The site is located within the Historic Core Area and within several view cones (in particular, Raleigh Park and Boar's Hill). The site contains the Scheduled Ancient Monuments of Rewley Abbey (predominantly below ground) and Swing Bridge at Sheepwash Channel. The southern end of this plot extends into the precinct of Osney Abbey.
<b>Notable ecological features</b>	There are mature trees with TPO protection at the main station site.
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.
<b>Safeguarded Land</b>	All of this site allocation has been identified as Safeguarded Land for EWR (Oxford).

## **Policy SPCW9 – Oxford Railway Station and Becket Street Car Park**

Planning permission will be granted for a new station and associated public realm alongside a mix of uses including residential and/ or student accommodation, employment uses (Use Class E), and complementary town centre uses including retail, cafés and evening economy uses, which activate ground floor frontages and help to create a vibrant city quarter. The development is expected to deliver a minimum of 52 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied).

The redevelopment of Oxford Railway Station is expected to enhance its function as a major transport hub; deliver a well-designed high quality, station building and associated enabling development; provide high quality public realm, supported by green infrastructure; and deliver safe routes through and to the site for walking, cycling and wheeling. Redevelopment of the Oxford Station should be delivered to align with the principles and priorities outlined in OxRail 2040: Plan for Rail.

Development proposals across the two sites should be brought forward in accordance with a masterplan-led approach that sets out the anticipated development phases in which the sites will be brought forward. Where a phased delivery strategy is proposed, this should ensure that all the residential development can be delivered across the whole development. Development should have regard to the principles set out in the West End and Osney Mead SPD. Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) Proposed layouts should seek to improve and create green routes through the site to encourage and support biodiversity. The use of green walls, roofs, tree planting,

- b) and the creation of green space within the development are all encouraged.
- c) Where new green infrastructure is delivered on site, it is expected to be delivered in such a way that supports existing habitats by creating linkages between them.
- d) A site-specific FRA should be undertaken as the whole site is more than 1ha and is currently located within Flood Zone 1.
- d) The Becket St car park site is raised up above Becket St, which lies in Flood Zone 2. Where development proposals involving level changes to the Becket St car park are proposed, a site-specific Flood Risk Assessment (FRA) would be needed if the change in level results in changes to the flood risk zone.

#### **Urban design & heritage**

- e) Development proposals concerned with the redevelopment and regeneration of this site allocation should be brought forward in accordance with a masterplan-led approach.
- f) The redevelopment of this site provides an opportunity to deliver high-quality public realm improvements. Opportunities for new civic spaces exist at both the Becket St car park site and the main eastern station entrance site. The creation of a new civic space should be created within at least one of the development sites.
- g) Public realm improvements should be delivered that create an enhanced sense of arrival.
- h) Development proposals should not be of such scale, form and massing so as to obstruct or compete with views to, from and across the historic city core.
- i) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered. Prior to undertaking any landscape or visual assessment work (to support the masterplan-led approach, or development proposals), the key views should be discussed and agreed in advance in writing with the City Council. A full assessment should accompany proposals so that the full impacts can be understood and assessed.
- j) The site is of archaeological interest. The southern end of the main station site extends into the precinct of Osney Abbey and any significant groundworks in this area would require evaluation. A recent watching brief has demonstrated that Victorian railway infrastructure is buried beneath the build-up of Becket Street Car Park, which may require mitigation recording. This will require further investigation as part of any redevelopment (**Policy HD5**).

#### **Movement & access**

- k) Routes within the site should be designed to strengthen links to the wider area and should enable clear and direct access to the station both from the south, via Oxpens, and from the north, via Rewley Road.
- l) Development proposals should deliver anew enhanced bridge across the Botley Road to enable safe, secure access for all station users. Improvements to Cemetery Bridge that enhance its appearance and support a wider range of users would be encouraged.
- m) Development proposals should incorporate public realm improvements that deliver priority for walkers, cyclists, and wheelers. The use of public art to support wayfinding is encouraged.
- n) The access to the main station site should be enhanced and any improvements should support the delivery of a multi-modal transport hub including secure cycle parking and a reduction in car parking spaces (subject to ORR confirmation and approval). Opportunities to improve priority for walkers, cyclists and wheelers at the main station entrance should be investigated and delivered as part of the masterplan-led approach for the site.

- o) Any new walk/cycle/wheel routes through the Becket St car park site should be safe, secure and legible. Routes through the whole length of the Becket St site that run parallel to the western site boundary (i.e., the railway line) should be avoided.
- p) The masterplan-led approach should identify how bus and taxi provision (including layover and feeder ranks) are to be provided. Where bus and taxi provision (and associated infrastructure i.e. bus stops or rail replacement bus facilities) are proposed outside the site allocation boundary, this should be agreed in writing with the City Council.

#### **Additional Requirements**

- q) Development proposals involving operational land should demonstrate that any operational requirements have been satisfactorily addressed. Any proposed solutions involving land outside the redline boundary of the site allocation should be agreed in advance in writing with the City Council and the applicant should demonstrate that the relevant consent/s have been secured from the landowner.
- r) Due to likely contamination risks associated with the railway use, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination issues will be resolved where relevant (**Policy R7**).
- s) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

## Oxpens



<b>Site area</b>	6.3ha
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<b>Ward</b>	Osney & St Thomas
<b>Landowner</b>	OxWED (majority landowner)
<b>Current Use(s)</b>	Mix of uses on site including Oxford Ice Rink, car park, former filling station, open space, sheltered housing and businesses
<b>Flood zone</b>	Flood Zone 3b
<b>Notable heritage assets</b>	The whole site is located within the Historic Core Area and is contained within several view cones (in particular, Raleigh Park and Boar's Hill view cones). Site lies within the City Centre Archaeological Area. Potential for Civil War defences, and 19th/early 20th Century remains. The site has recorded prehistoric, medieval and early modern remains of interest that would require mitigation. Oxford Heritage Asset Register (OHAR) assets nearby include Oxpens Meadow, and the Oxpens Road Bridge.
<b>Notable ecological features</b>	Part of the site is identified within the Local Nature Recovery Strategy (LNRS). Oxpens Meadow is to the east of the Oxford Ice Rink and there are mature trees within the site
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.
<b>Safeguarded Land</b>	Part of this site allocation has been identified as Safeguarded Land for EWR (Oxford).

### Policy SPCW10: Oxpens

Planning permission will be granted for a mixed-use development that delivers: Residential and/ or student accommodation, Employment uses (Use Class E), and complementary town centre, leisure and community uses including retail, cafés and evening economy uses, which activate ground floor frontages and help create a vibrant city quarter.

The development is expected to deliver a minimum of 450 dwellings (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

#### Open space, nature, flood risk

- a) Development proposals should demonstrate how green and blue infrastructure will be integrated across the site in particular opportunities should be taken to create links between the river with the city centre.
- b) An undeveloped buffer zone of at least 10m width should be left alongside the River Thames watercourse (**Policy G2**).
- c) Planning permission will only be granted for development on Oxpens where it enhances Oxpens Meadow to create a high quality public open space. Oxpens Meadow should be expanded into the heart of the site and development proposals should respond appropriately to the riverside setting.
- d) Part of the site is included within the Local Nature Recovery Strategy which highlights potential measures that could be implemented when delivering biodiversity improvements.
- e) A site-specific Flood Risk Assessment (FRA) will be required, and a sequential approach should be taken to locating development on the site. More vulnerable development will be expected to be located away from the areas at highest risk of flooding. The FRA should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is partly over land that has a high level of flood risk. The FRA should consider in more detail the nature of the flood risk to determine how quickly it occurs and the degree of hazard, as well as

the evacuation requirements before the design event and a more extreme fluvial event. Early flood warning will be vital to ensure the access route can be utilised before floodwater inundates Oxpens Road (**Policy G7**).

f) The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited (**Policy G8**).

g) Part of the site is identified within the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.

#### **Urban design & heritage**

h) New high quality and well-located public space should be provided at the heart of the site.

i) Development should be designed to create an attractive public realm and the buildings to form active frontages, in particular along Oxpens Road.

j) The relationship and connection between the site and the river and the physical and visual permeability of the site should be enhanced by the development proposals.

k) Development proposals should have regard to the design principles set out in the West End and Osney Mead SPD.

l) Development proposals involving taller buildings that exceed the height stated in the High Buildings TAN should be designed with consideration of their impact on views. In particular, views out from the historic core, views into the site (e.g., from the Raleigh Park and Boar's Hill view cones), further views, and relevant local views into, out from and across the site should all be considered (**Policy HD6**). Prior to undertaking any landscape or visual assessment work (to support the masterplan-led approach, or development proposals), the key views should be discussed and agreed in advance in writing with the City Council. A full assessment should accompany proposals so that the full impacts can be understood and assessed.

m) Development proposals should not be of such scale, form and massing so as to obstruct or compete with views to, from and across the historic city core (**Policy HD3**).

n) Proposals should ensure that the archaeological assets are appropriately investigated and responded to (**Policy HD5**).

#### **Movement & access**

o) Development proposals should provide for the landing of the new Oxpens River Bridge across the Thames in order to facilitate walk, cycle and wheel access from south of the city, Grandpont and Osney Mead to the Station and city centre.

p) The development should contribute towards the cost of new infrastructure improvements to the public realm along Oxpens Road and seek to improve circulation through the site. New well-designed walk/cycle/wheel routes should be created that encourage users to enter and move around and through the site.

q) Routes within the site should be designed to strengthen the link to Castle Mill Stream and the Westgate and to enable clear and direct access towards the station.

#### **Additional Requirements**

r) Due to likely contamination risks, proposals will be required to include an appropriate site contamination investigation and demonstrate how contamination

issues will be resolved where relevant (**Policy R7**).

s) Planning permission involving land safeguarded for East West Rail (Oxford) will not be granted until the East West Rail Company has been consulted and the procedure set out in the East West Rail Safeguarding Directions has been followed (**Policy I2**).

## St Thomas School and Osney Warehouse



<b>Site area</b>	0.41ha
<b>Ward</b>	Osney and St Thomas
<b>Landowner</b>	Christ Church
<b>Current Use(s)</b>	St Thomas site is a former school building now in use by various organisations including charities and social enterprises. Osney Warehouse site is in use as visual arts company including studio, exhibition, education spaces/community uses.
<b>Flood zone</b>	Flood Zone 2
<b>Notable heritage assets</b>	Site is within the Historic Core Area and City Centre Archaeological Area. Western half of the site is within Central (City and University) Conservation Area. Site within an area of archaeological potential that includes medieval settlement remains and Civil War defences.
<b>Notable ecological features</b>	The two parts of the site are separated by a line of mature trees adjacent to the conservation area boundary. Site potential to provide habitat for bats (roosting and foraging) and nesting birds. Parts of the site is identified in the Local Nature Recovery Strategy (LNRS).
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

### Policy SPCW11: St Thomas School and Osney Warehouse

Planning permission will be granted for mixed use development which should include retention or reprocision of community facilities. The minimum number of dwellings to be delivered on the site is 10 (or, if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

#### **Open space, nature, flood risk**

- a) A sequential approach should be taken to locating development on the site, with more vulnerable uses away from the highest flood risk. A site-specific Flood Risk Assessment (FRA) is required and should consider onsite routes and any infrastructure required to reach the access route. Access/egress from the site is over land that runs through the flood extents of the Wareham Stream and Castle Mill Stream. Given there is no advance flood warning provision for the site, the potential for evacuation before a more extreme fluvial or pluvial flood, considering the effects of climate change for the lifetime of the development, needs to be considered by an FRA, with advice sought from the emergency services and the local authority's emergency planner. Early flood warning will be vital to ensure the access route can be utilised before it is inundated by floodwaters. Areas of surface water flood risk are also present within the site and along the access routes, therefore the FRA should consider in more detail the nature of the surface water flood risk to determine how quickly it occurs and the degree of hazard on site. The drainage strategy should be designed to manage runoff arising from the development and ensure surface water flood risk on and off the site is not increased, noting that potential for infiltration SuDS is likely to be quite limited. A geotechnical investigation should be undertaken at this site to obtain further information relating to infiltration rates to confirm whether infiltration could be viable in some areas (**Policy G7** and **Policy G8**).
- b) Part of the site is identified in the Local Nature Recovery Strategy as having the potential to become important for biodiversity. Proposals should have regard for the LNRS, including demonstrating that they have explored ways to deliver onsite biodiversity improvements that align with the suggested measures set out for this area. Refer to the LNRS mapping tool for further details.
- c) Mature trees on the site should be retained where possible.

#### **Urban design & heritage**

- d) Development proposals should be designed with consideration of their impacts on the setting of the Central (University and City) Conservation Area, the setting of the nearby listed buildings and views, and demonstrate compliance with **polices HD3 and HD6**.
- e) Development should be based upon a clear understanding of the significance of the site and its surrounding context. Development should seek to preserve the character of the Western Fringe Area of the wider conservation area. The size, alignment and design of any proposed development should take account of the importance of preserving the visual and physical connections between important, surviving, historic elements.
- f) Development proposals that exceed the height stated in the High Buildings TAN may have an impact on the Historic Core Area and so will be required to provide an LVIA so that the full impacts can be understood and assessed as listed in **Policy HD6**.
- g) Materials and construction details used for new development schemes should be of high quality, appropriate for the setting and sympathetic to the local context.
- h) Proposals should consider retention of the St. Thomas's School building where possible because of its townscape value and clear representation of past usage of

the area.

i) There is also some potential for archaeological remains on the site. Proposals should ensure that these are appropriately investigated and responded to (**Policy HD5**).

#### Movement & access

j) The most appropriate vehicular access would be to continue to use of Osney Lane to the north of the site improve access to the current warehouse site via Woodins Way.

k) Development proposals should demonstrate how the development enables access by alternative means of transport including improving connectivity for walking, cycling and wheeling.

### West Wellington Square



<b>Site area</b>	0.88 ha
<b>Ward</b>	Carfax & Jericho
<b>Landowner</b>	University of Oxford
<b>Current Use(s)</b>	Academic Institutional uses
<b>Flood zone</b>	Flood Zone 1
<b>Notable heritage assets</b>	Site wholly located within the Central (City and University) Conservation Area Grade II Listed Buildings (2-63 St John St and 5 Pusey St). Site has archaeological potential it is the site of a former workhouse and on the projected line of Royalist Defences.
<b>Notable ecological features</b>	Numerous mature trees near the site benefit from conservation area protection
<b>Urban Greening Factor score</b>	The site is likely to score below the Urban Greening Factor target.

## **Policy SPCW12: West Wellington Square**

Planning permission will be granted for a mix of the following uses:

- Academic institutional uses;
- Residential development (including employer-linked affordable housing in accordance with Policy H4);
- Student accommodation;
- Appropriate uses to the local centre of Little Clarendon Street and Walton Street as set out in Policy C1.

The minimum number of homes to be delivered is 13 dwellings net gain (or if delivered as student rooms, the equivalent number of rooms when the relevant ratio is applied). Other complementary uses will be considered on their merits.

### **Open space, nature, flood risk**

- a) Development proposals should seek to ensure that the mature and semi-mature gardens and greenspaces to the rear of the properties at Walton Street and to the rear of Wellington Square are retained.
- b) Proposals are encouraged to enhance and improve any other existing greenspaces

### **Urban design & heritage**

- c) Proposals will be required to demonstrate how the design of the scheme has been influenced by and has considered the surrounding heritage.
- d) Proposals should demonstrate how the surrounding designated and non-designated, heritage assets can be incorporated into plans to redevelop the site, or justify an alternative approach (**Policy HD3**).
- e) Archaeological assets must be appropriately investigated and responded to (**Policy HD5**).

### **Movement & access**

- f) Access to the site is limited. As such, Development proposals should deliver a low car residential scheme in accordance with **Policy C8**.
- g) Non-residential car parking should be in accordance with **Policy C8**.
- h) Every opportunity should be taken to enhance walking and wheeling links between Walton Street and Wellington Square.



